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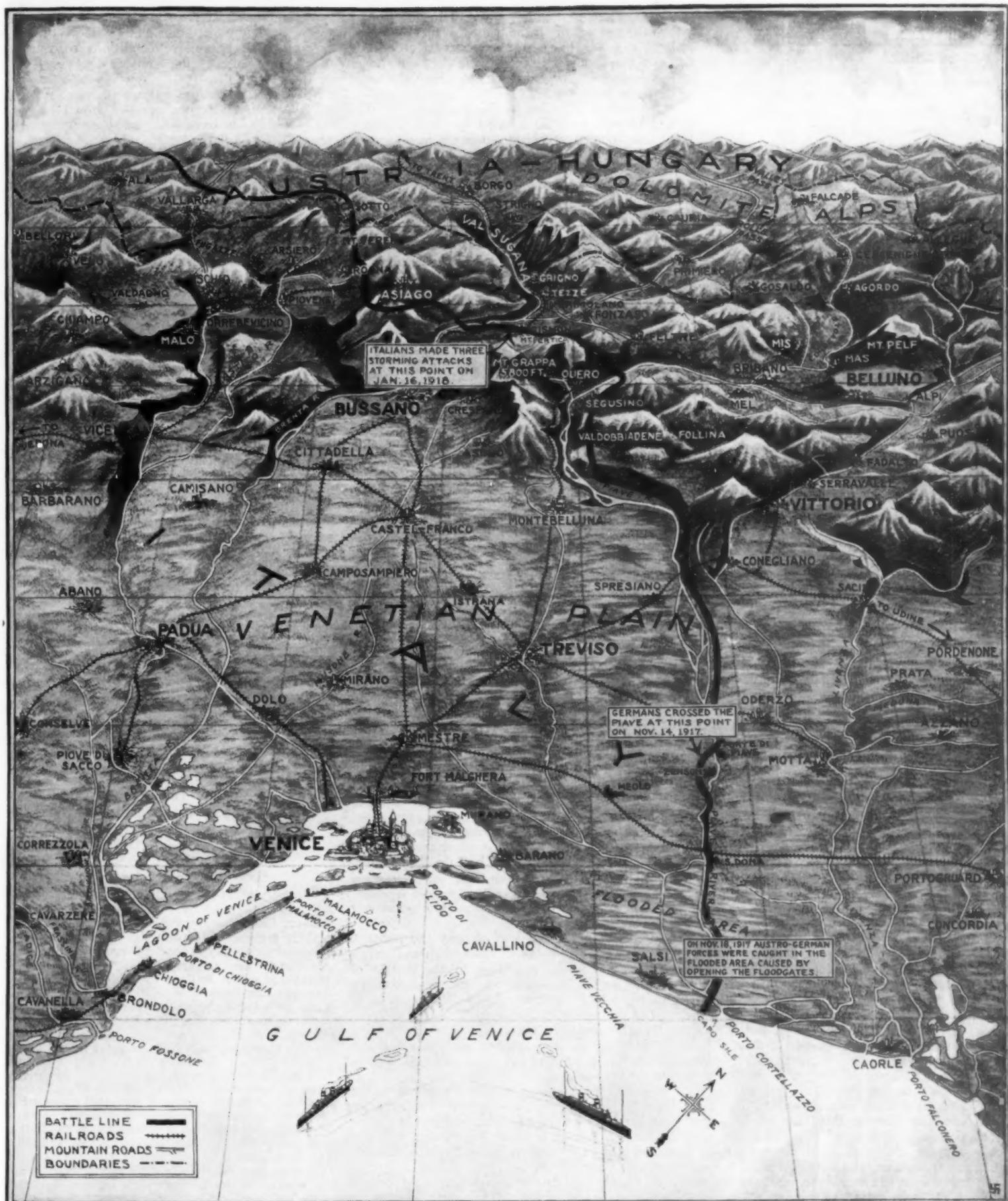
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ITALY'S BLOOD-STAINED GROUND

Since the Italians took up their line on the Piave, the hammering of the German attacks has been without marked success for the enemy, although a number of bloody encounters have resulted. Fighting on the Asiago Plateau continues, and more or less violent attacks on the bridge-heads have been met by the Italian artillery now reinforced by the French. What the Italians are to expect in the way of another offensive depends probably upon German politics. If Austrian dissension grows to alarming proportions, Prussian policy may dictate another drive toward Rome. It is doubtful, however, if Italy will ever find herself as isolated from her allies again as she was during the retreat from the Isonzo.

Closer co-ordination, better understanding, and a centralized war council have made the Allies one in action as well as spirit. This map shows at a glance the almost insurmountable barrier that has confronted the fighting forces in the Alps, where such glorious victories were won early in Italy's participation in the war; the strategic vantage points in the Italian campaign are shown—and the vulnerability of the position of Venice is at once apparent. The flooding of the Piave Valley saved Venice—and perhaps the whole Italian campaign. That area is clearly defined in this map which shows the ready access to the Queen City of the Adriatic by rail or roadway unless the Italians and their allies keep back the Trentons.

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CXXVI SATURDAY, FEBRUARY 9, 1918 No. 3257

Tell the Truth

By COLONEL THEODORE ROOSEVELT

TELL the truth and speed up the war. Don't tell the truth for malicious purposes, don't tell it wantonly, don't tell it unless there is a constructive purpose behind it, but tell the truth to show what our shortcomings are. Make it evident how far short we are of getting our men arms, equipment and clothing, of dealing with the German spies on this side as they should be dealt with, of speeding up the war.

We Must Win the War

LET there be no pride of opinion, no sense of authority, no hope of partisan gain, but let everything be subordinated to the one strong, hearty, earnest, vigorous purpose to win the war for democracy and for the world's future peace.

To beat the Hun is the job before us. Everything else is of no account. To do this, the enthusiasm of the people must be enkindled to the highest pitch, every shoulder must be ready for the rifle, and every pocket open to the tax-gatherer. No home should be without the American flag and a Liberty Bond.

President Wilson has borne the shock and stress of these trying times. He has had the support of the American people. It is the people's war, not that of any man or any party. The President has admitted that he has made mistakes. It would be a miracle if he were infallible.

No ruler of any country, in any great crisis, has been without his mistakes. The President has admitted his misjudgment in some matters. He has confessed not only that he has changed his mind in some instances, but that he took pleasure in changing it.

This is human and commendable. His greatest mistake has been in the selection of his advisers. Mr. Garfield's appointment resulted in a coal order which is characterized by the *New York World*, as "the greatest disaster that has befallen the United States in this war."

The *World* is an ardent supporter of President Wilson. So is the *New York Times*, but it does not hesitate to say that President Wilson "has chosen for the performance of great tasks inferior and incompetent men who must trust far too much to his constant direction and guidance. The President needs big men about him."

The *New York Evening Post*, faithful always to the President, complains of his "aloofness, his occasional poor choice of subordinates, his unwillingness to seek or take advice, and his undue concealing of what has been done, what attempted and what has gone amiss. In this sense," it adds, "there is a certain rough justice in Senator Chamberlain's assertion that this is the people's war and that they are entitled to be taken more freely into confidence about it."

The *Times* earnestly advocates approval by the President of Mr. Chamberlain's proposed War Cabinet Bill, on the broad ground "that it contemplates no interference with his prerogatives, and it strips him of no vested power."

President Wilson has led the nation splendidly

in defining our purposes in this war. His peace program has been endorsed by all the world and has the support of all the people. His leadership, in this matter, has been of the highest order, but the difficulty has been in carrying out his plans by a complexity of organizations to whom the work has been entrusted.

Instead of standing by his Secretary of War and offending public opinion by declaring that he was "one of the ablest public officials" he had ever known, he might very properly have followed the action of President McKinley, in permitting the retirement of a Secretary of War not acceptable to the American people. It would seem as if President Wilson could have done this in view of his readiness to accept the resignation of his former able Secretary of War, Mr. Garrison, under circumstances that hardly seemed to justify it.

The one common criticism of the President has been his failure to measure up his appointments to the highest standard. His selection of Mr. Bryan at the opening of his administration for the head of his Cabinet made the public gasp. His choice of Judge Brandeis for a life tenure on the Supreme Court bench, in face of the protest of every living President of the American Bar Association regardless of political affiliations, and finally his selection in the fearful stress of a great war, of a Texas "colonel" to represent us at an international council at which all our Allies were represented by their Prime Ministers, confirmed the judgment of that warmest of all of his friends, the *New York Times*, when it said:

The country's attitude of doubt, misgiving, and disappointment would change to confidence and rejoicing if the President, instead of closing his eyes to the revelations of incapacity that have been made, would call to his side men competent for the big tasks of the Administration. That is what Mr. Wilson ought to do.

And the quicker it is done, the surer we shall be of winning the war.

The Blunder of Price-Fixing

THE cost of this war must be met out of the wealth of the country. If we destroy the opportunity to create wealth, we destroy the ability to pay war taxes, and the opportunity to collect them.

We have been proceeding on wrong lines. We have learned nothing by the experience of other nations who are in this war. They are meeting its appalling cost by stimulating the production of wealth and by appropriating the major part of it for the needs of the Government.

This policy is not only the best for the Government, but it is also the best for the welfare of the people. It is in the line of common sense. It is in accord with the natural law governing economic questions.

When we break the law, we pay the penalty. We are paying it today in the widespread suffering the people are enduring, in the depths of winter, by their inability to obtain coal, in a country which produces double the amount of coal of any other in the world.

This is one of the penalties that we are paying for breaking the natural law of supply and demand, which always has regulated and always will regulate prices.

The upset in the coal trade is exactly what followed the fixing of prices in the wheat, copper, steel and iron markets, and which will follow if the proposal now made to fix the price of cotton and other commodities should be carried out.

It may be said that coal, wheat, copper, steel and iron were being sold at extravagantly high prices because of the enormous demand created by war conditions. But the advance in none of these was anything like that which we have had in cotton. That fibre now commands a higher price than has been known for half a century. Within a few years, it has sold at one-fifth its present price.

Conceding that cotton is selling at an abnormally high figure, that it is as much a necessity of life as coal, copper, iron, steel, wheat, or any of the other

food products, is it fair to say that the cotton raisers are "war profiteers," extorting inordinate profits out of the many for the benefit of the few; taking advantage of oppressive conditions of war to create enormous fortunes out of the necessities of the people?

All these accusations have been made regarding the producer of coal, copper, iron and steel by those who have demanded governmental price-fixing. Yet the more profit in the business from the producer to the consumer, the greater the assurance of an adequate supply.

Cotton is as necessary for the carrying on of the war as iron, steel, coal, copper, or wheat. One-third of the cotton goods products, it is said, has been contracted for by the Government and almost the entire production of the short fibre, required for the making of explosives.

All the arguments in favor of fixing a lower than the market price for other commodities applies with greater force in the matter of cotton, but it would be most unfortunate if this policy were pursued.

The country needs all the cotton that it can produce. High prices stimulate production. Like all other commodities, the cost of production of cotton has greatly increased with the scarcity of labor, the increased cost of fertilizers, and the depletion of animal power.

It would be the height of folly for the Government, under such conditions, to reduce the price of cotton below that of the market, abnormal and extravagant as the latter may appear to be.

We have always opposed the arbitrary fixing of prices by the Government unless this be accompanied by the fixing of the cost of labor, always the predominant element in figuring the cost of a commodity.

We have taken the wrong path in price-fixing and we regret that members of Congress from the South have led in taking it. We should turn back to the well-established rule, fixed by natural causes and adjusted by an unvarying economic law. In the words of Senator Gore, "We ought not to set at naught the whole experience of the whole human race."

We have had enough of price-fixing. It has been a blunder from the start. Let cotton raisers, copper miners, iron producers, coal operators, wheat growers, and every one else, whose labors conduce to an increase in the national wealth, be stimulated to secure the greatest production, at the highest prices. Then let the Government take from their profits, normal or abnormal, all it may need for purposes of war taxation.

The Plain Truth

NORTHWEST! Progressive ideas frequently have come from the Northwest. The latest is the international recognition, by two of our state governments and the province of British Columbia, of the value of progressive publicity in the development of the Pacific Northwest. Sinking party politics, and forgetting international and state lines, these progressive sections have provided funds, by legislative enactment, and organized the Pacific Northwest Tourist Association with headquarters in Seattle, "to advertise and to supply entirely free of charge reliable information as to the scenic attractions, resorts, facilities for sport and climatic advantages of the great Pacific Northwest." The twenty-seven directors who will direct the advertising of the Pacific Northwest are chosen equally from each section, and include such men as the Premier of British Columbia, the Secretaries of State of Oregon and Washington, the Mayor of Victoria, B. C., and other leaders in government and business circles. As Executive Secretary Herbert Cuthbert puts it, "This is the first time there has been a strictly governmental appropriation for advertising the advantages of a great section. There is not a dollar of railway, hotel or corporation money in it. This advertising comes directly from the 'plain people' of the Northwest. Our citizens realize the tremendous advantage to the whole country, as well as to themselves, of having the Pacific Northwest appreciated and used to the utmost by the rest of the people of the United States and Canada." This action is all the more noteworthy because it is done in the face of war conditions, by a section of the country which is doing its best to help win the war, and which has also the foresight to plan for its development and prosperity during, as well as after, the war.

For the Eternal City

France and Briton Reinforce the Italian Line

Exclusive Photographs from the Press Illustrating Service



One more of Italy's responsibilities is the occupation of the little country of Albania, a nation born of one war only to suffer under another, but brave enough to furnish a few of her sons to the Allied cause. The picture above shows a mitrailleuse manned by Albanian soldiers.



France answered the call of a sister-nation in distress and the cheering sight of the sturdy poilu in his horizon blue put new courage into the battered Italian armies. The picture above shows French troops marching to the front through an Italian town.

Perhaps no fighters have suffered more hardships in the war than the soldiers of Italy, hardships that have come in a war against rock and ice in the Alps. In this shell-scarred trench (on the left) an Italian barber is plying his trade serenely.



The great name of Garibaldi has carried out its best traditions in Italy's hour of trial. General Peppino Garibaldi, grandson of the liberator, is seen above surrounded by American and British newspaper men.

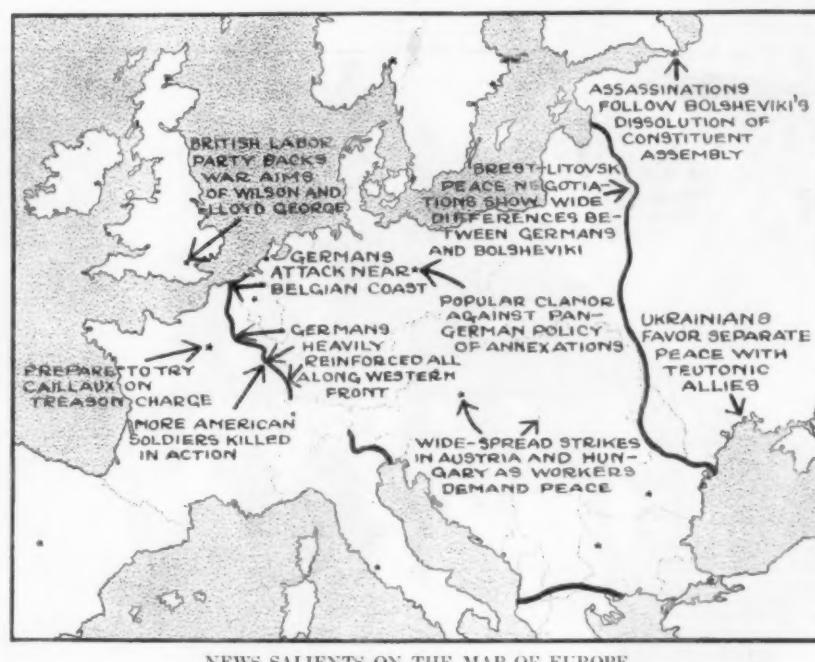


The pipes that have so often heartened the Scotchmen to deeds that carried the day were never more welcome than when they sounded the relief on the plains of Venice. These troops were part of a Scotch regiment on their way to the Piave front; they were hurried there in the nick of time to stem the Austro-German drive that threatened Venice, the Island City, and all of Italy.

A WEEK OF THE WAR

By HENRY FARRAND GRIFFIN

UNTIL very recently weather conditions along the western front made major offensive operations impossible. But both sides by trench raiding, airplane scouting and sharp local attacks were on the alert to feel out the opposing lines and develop any points of weakness. Perhaps the German attack on the French positions in Belgium near the North Sea was the most significant of these local operations. It might possibly be a preparatory movement for a great German drive on Calais and the French Channel ports. Reports of heavy concentrations of German troops in western Belgium lend color to this theory. It was also reported that the Germans were concentrating about Metz and Strassburg for a great offensive against the French lines in Lorraine. It is along this part of the front, incidentally, that American troops have recently taken position on the firing line. If the German numerical superiority becomes great enough, it is not beyond the bounds of possibility that Hindenburg might undertake a great combination offensive, striking out both in Belgium and in Lorraine. These are the possibilities for which France and England are preparing. These are the conditions that make it necessary for America to speed up her war program by every possible means. There is no occasion for hysterical alarm. The Germans when they had infinitely greater chances of success failed to break through to Calais and they failed equally to smash the French defences in Lorraine during the early days of the war. In the past couple of years the Allies have greatly improved their positions along the western front, and in Flanders particularly they now face their enemies with all the advantage of higher ground won in the great Ypres battles of last summer and fall. Yet our allies may well have some strenuous days to face this spring, and they will need all the help we can give them.



NEWS SALIENTS ON THE MAP OF EUROPE

Austrians Retreat in Italy

As a delayed dividend on the victory won by the French some time ago on the Monte Tomba front the Austrians have been compelled to retire their lines for a considerable distance. The retreat appears to end definitely, for the time being at least, the Austro-German drive from this sector on Bassano and the Venetian plain. The positions to which the enemy has retired are on much higher ground than those abandoned and further back in the mountains. Every effort was made to conceal the retreat, and cleverly constructed dummies of men and guns were left in the deserted trenches to deceive the French

and Italian patrols. The positions thus yielded by the enemy have been held only under the greatest difficulty since the recent successful attack of the French troops. The retirement, it seems safe to assume, indicates that the enemy has given up all hope of breaking through the mountains to the plain so long as his lines of communication are blockaded by winter snows. No doubt further attempts may be made next spring and summer, but by that time the Italian, French and British positions will have been greatly strengthened and the deficiencies in artillery, due to losses during the great Italian retreat, will have been to a large extent made good. The danger in Italy next summer is likely to be greater from behind the lines than from the enemy. The revolutionary radicals of Italy frequently resorted to open insurrection before the war, and they will bear watching during the coming critical days.

A curious military situation exists on the eastern front, where the Bolsheviks are defiantly refusing the German terms while the Russian army has practically melted away in chaos and disorganization. There is

no doubt that the Germans could advance practically at will—and yet they too hesitate to end the armistice. There have been frequent rumors of mutiny and disaffection among the German and Austrian armies on the eastern front. Perhaps the German leaders are not any too sure of what would happen at an order to advance further into Russia. Altogether it is a curiously topsy-turvy situation—the lamb not only lying down with the lion but giving him a good curtain-lecture into the bargain. And meanwhile the world waits breathless for the lion to snap off the lamb's head. It's a queer world—and the Bolsheviks' diplomacy one of the queerest things in it just at present.

War's Grim Shadow

SENATOR George E. Chamberlain, of Oregon, in his impressive defense before the Senate on January 24, against the accusation of President Wilson that he had misrepresented the military situation of the country, read this letter which had been received by Senator Wadsworth of New York, from a father whose son had died in a camp hospital.

LESLIE's believes that for the most part the soldiers of our country are well provided for. But war even at its best has terrible consequences. The American people must be prepared to meet and bear mistakes philosophically and to use their influence for the prevention of further mistakes rather than in condemnation of those made.

The Honorable—

DEAR SIR AND FRIEND: As you know, I have recently lost a son with spinal meningitis at ——. I am writing to you as one that I know to be greatly interested in the welfare of our soldier boys, and ready to do anything in your power for their well-being, and because you know me and will know whether to give credit to what I say.

Please know in the very beginning that I do not write to criticize the Government in any sense, nor to lay complaint against any one in authority. I realize that, in the stupendous task before us as a Government, and with the great diversity of interests involved, it is impossible that there should not occur some things that should be corrected. It is with the hope that I may help somewhat with the task before us that I lay bare the facts as I found them in connection with my son's sickness at ——.

Through friends entirely independent of the army officers and the medical staff, I learned of my son's sickness after he had been in the hospital for six days. With my wife I went immediately to the camp, arriving there the morning of ——. I found my son in the meningitis ward of the base hospital.

It was the eighth day of his sickness, as I was informed by the attending physician. His mother and I and —— were permitted to see him through a window at the head of his bed.

The small room in which he was lying contained one other bed on which was a patient, a stove in which there appeared to be no fire. The room was not simply unsanitary, it was filthy, beggaring description. The bed on which my son was lying was even more filthy than the room. I cannot describe to you the condition of my son's body, except to say that neither his hands nor face had been washed in eight days. (The attendant admitted this to me.) The reason given for his being in this condition was that he, the attendant, had but one helper in the ward, and there were eighteen cases there. I asked if I might put a nurse in there to take care of him and the physician said that could not be allowed. I offered to put in a trained nurse and pay all expenses.

I then asked if I myself might be allowed to go in and clean him up and take care of him. The physician, very kindly in manner all of the time, said that it could not be. I then asked if I would bring clean clothes for him if they would clean him up and put them on him so that his mother might see him again.

His clothes were changed, his bed straightened out, and his mother was called to see him again. There was no change made in the condition of the room. Before leaving I again made a plea to be permitted to care for him, gladly taking all risk, but the rules were inflexible—I could not be admitted in any way. The attending physician was kind to us, and I do not wish to imply that he was in any way to blame. He told us that we should not return for three or four days.

To this order I had no intention of giving heed, neither did I. His mother did not see him again. The next morning early his father-in-law, W. N. Harris of Arkansas City, Ark., went to the ward, and while the mercury was down about zero there was no fire in the room, the bedding was on the floor, the boy lay on the bed naked with the exception of a thin nightshirt that was up around his neck.

About 3 o'clock that afternoon I found him in the same con-

dition and the room without fire. The next morning at about 8 o'clock we found him in practically the same condition. No one knew of our visits to the hospital except two workmen who were working on the sewer ditch in front of the hospital.

At this time I went direct to the chief of the medical staff and told him the situation and asked to be permitted to go and attend my boy. He immediately gave orders that I be admitted and be given every facility for caring for my son. I was let at once, but I was too late, as he died about fifteen minutes after I got into the ward.

I requested the attendant to give my son a drink of water. He went out and brought in a small bowl of water, and tried to get my son to drink from it, but he could not. He said, "I guess that I had better get a funnel." (The boy was lying on his back with his mouth open.) He came back in a moment with a funnel made of a piece of newspaper, and, putting it in my son's mouth, was in the act of pouring the bowl of water into my son's throat when I stopped him. He said, "What shall I do?" I said, "Get a spoon." The poor fellow had not thought of that. My son died in a few moments.

I at once hastened to the office of the Adjutant, and asked for the body, and was very courteously treated and assured that I could have the body that evening. I then hastened back to the ward where my son died to see how the body was prepared for burial, and as I passed into the building I did not stop and knock, but opened the door to enter, when it struck something that would not let it open further. I looked and saw that it was my son's body lying on the floor of the hall, and it was his head that I struck with the door.

I trust, —, that you will believe me when I say that I am not in any sense seeking revenge for the death of my son. If in his dying he is the means of securing better attention for the many boys that are yet to suffer and die in the —. I shall feel that his death was not in vain. Wish you success in your endeavors for humanity, I am,

Sincerely, your friend,

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WILLIAM (LONESTAR) DIETZ



MICHIO ITOW

PERHAPS no class of people is called upon oftener to aid war-charity work than those of the theatrical and operatic professions. It seems almost invidious to select a few for notice, but lack of space forbids our doing justice to all. The well-known stars above have done much to help the cause since war broke upon us. Michio Itow, interpreter of Nippon's legendary dances, has given much of his service gratis for the benefit of the American Ambulance in Russia. Before leaving France to fill her engagement with the Chicago Opera Company this season, Genevieve Vix, the noted French artist, embroidered an American flag which she presented to General Pershing. Two thousand dollars and the proceeds of his first appearance of the season to the Queen of Italy and a similar sum to the French Minister of the Interior is Lucien Muratore's "bit." The chorus and ballet of the Chicago Opera Company have subscribed for an ambulance in honor of the brother of the company's director, Cleofonte Campanini. Arthur Nevin, the composer, is the head of a family every member of which is serving Uncle Sam. Mr. Nevin is directing the chorus and music at Camp Grant, Rockford, Ill. Thousands of little "Sammie" dolls, to be sold at 25 cents each, have been made and are being given by Roshanara to local chapters of the Red Cross in towns where she is dancing on tour. After his great triumph as Rigoletto in Chicago, Stracciari sold to an enthusiastic admirer an autographed copy of his score for a large sum and contributed it to the Italian war fund. Galli-Curci contributed the proceeds of several performances for the relief of little children whose daddies have gone away to war. Mary Garden, while in France, adopted a dozen American soldiers, and before sailing for America transferred her trust to friend, leaving sufficient funds for their comfort and entertainment. "Lonestar," the famous captain of the 1911 Carlisle Indian football team that defeated Harvard, has also contributed proceeds of his performances to war-charity.

MLLE.
GENEVIEVE VIX

The ROLL of HONOR



Arrow indicates (left to right) ANDREW C. CAMPBELL and DOUGLAS MACMONAGLE

AMERICA HONORS HER AIRMEN

The services rendered by American flyers in France, both before and after our entry into the conflict, have been so conspicuous for bravery that it is only just that some public acknowledgment be made of them. The Aero Club of America has awarded a special war medal to Major William Thaw, of the Lafayette Flying Squadron, who has seen much service under the tricolor of France, but who recently received his commission in the reserve of the American Army. The club has voted a medal to the families of eleven men who gave their lives in the service of France. These include L. Norman Barclay, New York; William Biddle, Philadelphia; Andrew C. Campbell, Chicago; Oliver M. Chadwick, Lowell, Mass.; Victor Chapman, New York; Edmund Genet, Ossining, N. Y.; Ronald Hoskier, South Orange, N. J.; Douglas MacMonagle, San Francisco; James R. McConnell, Carthier, N. C.; Norman Prince, Boston; Kiffen Rockwell, Atlanta, Ga.



WILLIAM THAW

INTERNATIONAL FILM
NORMAN PRINCE

INTERNATIONAL FILM



VICTOR CHAPMAN

INTERNATIONAL FILM

KIFFEN ROCKWELL



INTERNATIONAL FILM



EDMUND GENET



NORMAN BARCLAY



INTERNATIONAL FILM
JAMES R. McCONNELL



Over half the life of this old lady, Catherine Breshkovskaya, "the mother of the Russian Revolution," was spent in Siberian prison camps, but all the time her undaunted spirit was working for the liberation of her people. On the outbreak of the first revolution she was freed from prison and sent back to Petrograd. Her life is darkened by the incessant turmoil in Russia, but still hope is eternal with her as shown by her note above, written in English, an acquirement of her long prison life.

You care too that Russia is not without effort, will take her noble place among the nations over the world and will not let her attain it. The history of our people was too hard to permit the affairs to go so smoothly as it should be. C. Breshkovskaya.

It is a commonplace at this day to speak of the showing that athletes have made in the war, but the first American to brave the horrors of going "over the top" deserves mention. The first man in our forces under Pershing to rush the German devils is an all-round athlete, Lieutenant Walter Beaumont Schafer (at the right), former football star of University of Chicago in 1914-15-16, and a star basket-ball player in 1916-17.



INTERNATIONAL FILM
WALTER BEAUMONT SCHAFER

SINCE the twenty-first of November the thunder of the big guns had become nearer, heavier, tremendously heavy. It was our men firing, giving the last blows. The noise became nearer, more intense, the ground trembled and the beds in the wards shook as if in the throes of a prolonged earthquake! But the little hospital amid the pressure of work was too serene, too occupied with the wounded, to pay attention even if the skies fell. Days had passed, weeks had passed in twenty-eight months of labor, wherein we had calmly worked amid the sounds of distant battle, receiving the wounded, and sending them down after a few days' care to the territorial hospitals—so why should they now be disturbed?

On the morning of the twenty-fifth orders were received to fold up the tents in the garden, although reports of the wounded were terrifying. Despite this the tents were needed elsewhere, for unbelievable events were happening.

At noon of the twenty-seventh came the order from Udine to abandon the hospital, two hours were given to get away the wounded—and there were three hundred men!

The Red Cross hospital, number eighteen, at Buttrio, is very beautiful. It is one of the country villas of the Countess Florio, a most beautiful woman of Rome, though Sicilian by birth. Buttrio lies in a green garden of the Friulian Valley, a favored spot of earth. The hospital was perfectly equipped, with many gifts from America. To a medical eye its appointments were as soul-satisfying as a jeweled church of Venice to an artist. The life there had been very tranquil, except now and then when overhead an Austrian aeroplane battled with a lively Caprone.

The hospital owned six cows, had an Italian soldier-chef, who had served his apprenticeship at Sherry's. The nurses lived at a villa across the way. In the large front room dined the surgeons, the chaplain, the director, while opening into it was a smaller and brighter room in which were the nurses—Italian life that separates the sexes. Yet the women could laugh across the invisible barrier, and said between themselves, "It gives us, thus, an opportunity to talk about our men!"

The hospital ran serenely. The work went on like the swift little river running at full tide through the gardens.

At noon of the twenty-seventh the telephone rang from Udine with the order to abandon the hospital at once! Then—at the door suddenly appeared a soldier. His toes were through his socks, his shirt was in shreds, though a large circle embroidered with a red cross was perfect on his breast—the shirt had been a gift from New York.

"Via, via, via!" he cried, balancing on his feet like a ballet-girl on a rope.

"Where?" whipped out a nurse. "Where?"

"I don't know, but I Tedschi"—the Germans—"are coming—the Turk and the Bulgari!"

He was gone like an apparition, that hoarse, semi-nude figure in his bare feet.

The wires still trembled with their message that the Director had not yet had time to transmit further, when the semi-nude figure cried out to the wards. Can you see every

Service

By EDNA HOWELL

EDITOR'S NOTE: Mrs. Howell, an American, has been in the service of the Italian Red Cross for many months, in close association with the Duchess d'Aosta and other notable women of Italy. In this article, the first of a series, Mrs. Howell vividly describes the evacuation of an Italian hospital close to the front and tells of the "service" that spells sacrifice for the Red Cross nurse.

man leaping to his feet, regardless of wounds—and then, the crumpling of the gravely-wounded!

The two nurses, Donna Bianca, and Lina Pileri—she, who stayed—moved quietly about their work, and swiftly, though their hands trembled as they worked, bandaged legs into over-tight trousers and boots, and aided the wounded onto stretchers. The director and surgeons were gathering up papers, seeing to the camions, and giving orders.

These two women, volunteer Red Cross nurses, worked very quietly. Like Florence Nightingale, they were inspired. God gave them the Supreme Force, for no ordinary mortal could have done their work. There were men to care for, seriously-wounded, who could help themselves very little. Lieutenant Atrio of Naples lay on the operating table, with an internal hemorrhage swiftly bearing his life away. Everyone, nurse, surgeon, orderly, carried men down on stretchers to the camion; they had but two. The order had come at noon, and at five o'clock the last addio was given to the little hospital, with darkness settling rapidly down. At six o'clock the next morning Udine was in the enemy's possession.

There was only a moment when those two women paused—they kissed each other. "We shall stay," they said softly.

A big grenadier overheard them. He raised his bandaged head from his pillow. "Oh, you can't stay, Sister," he said, "Think of the responsibility for us—to defend you against the barbarian!"

Such are the sacrifices of war. A wounded soldier would defend two women, while they in turn would defend their wounded. Glorious silent annals writing themselves down on the Book of God. How busy the Recording Angel must be these days!

The beds were quivering under the intense bombardment, the window-panes and doors shuddering under the hurricane of noise.

Suddenly in the door where the semi-nude messenger had appeared, a tall silhouette stood, filling the door completely with the dignity of a personality.

"Donna Bianca," commanded the Duchess, "Most of the men are out, come, Signorina Pileri, take the—"

The words were cut off by a terrific noise, as a shell, a 305, burst over the hospital, crashed through the operating room—and harmed no one!

The Duchess of Aosta, the active head of the Italian Red Cross, had come—as she always had—to the outmost post to look after the welfare of her nurses. Her commands were imperative for the nurses to take their places at once in her car. Donna Bianca would have liked to remain, only she had a small son. Then it was that Lina Pileri spoke:

"I have no one to depend on me, no old mother to care for, no children. I am quite alone. It matters to no one if anything happens to me—I stay. I cannot leave these gravely-wounded men, your Royal Highness!"

Edith Cavell again—the same instincts in this plain-looking Red Cross nurse.

The Duchess and the simple school-teacher nurse looked like thoroughbreds. "You stay, yes, cara, with these wounded men."

She is a charming girl, Lina Pileri. The eyes of every man

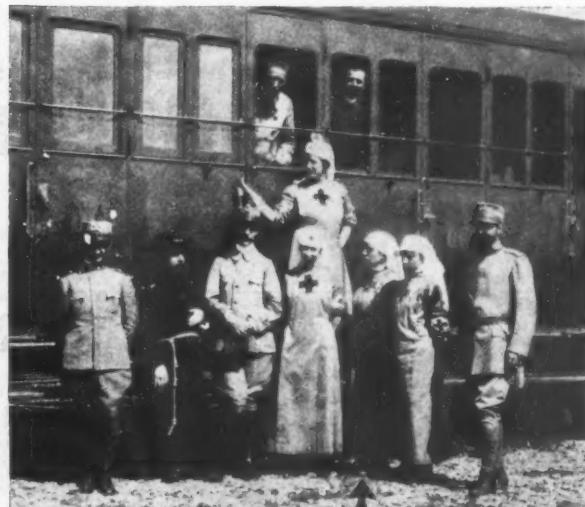
(Continued on page 203)



A Christmas lottery for the wounded in the First Territorial Red Cross hospital in Genoa.



A royal princess of Italy, the Duchess of Aosta, is head of the Italian Red Cross. Photograph taken especially for LESLIE'S WEEKLY.



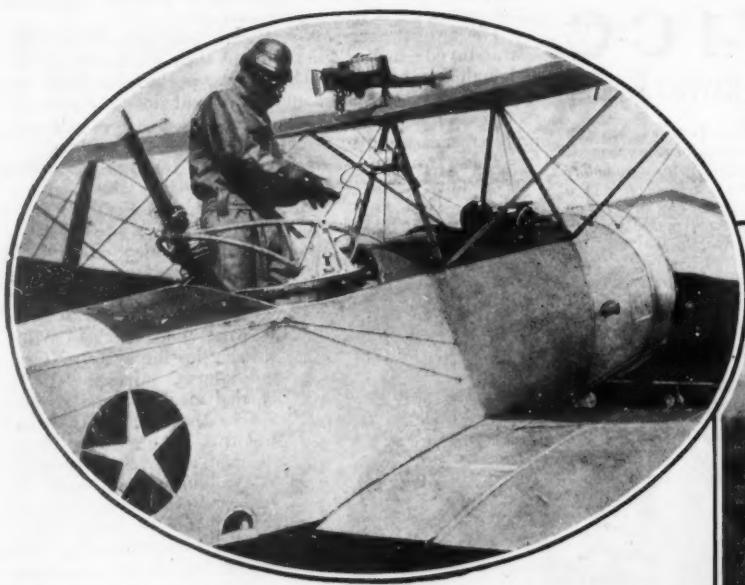
The personnel of our hospital, abandoned before arrival of the Germans, showing our nurses, chaplains and surgeons. The cross indicates Lina Pileri, who faced the Germans after we escaped with our wounded.



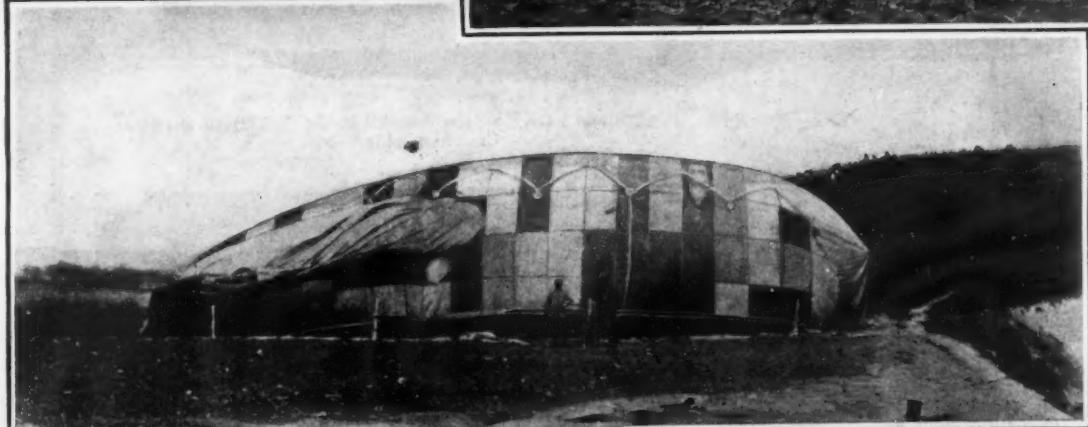
Entertaining Italy's wounded in a Red Cross hospital—Dina Galli and Amerigo Quasti, a famous Italian comedian, doing their bit for the convalescing soldiers.

A "Flip" Among the

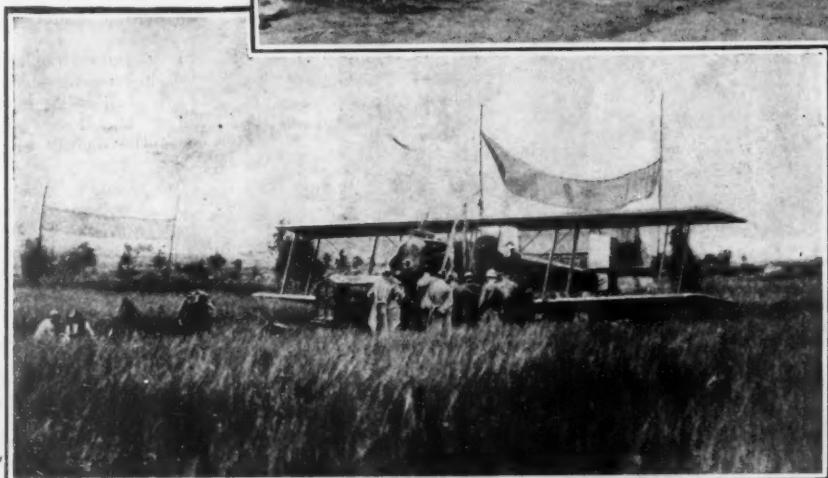
Exclusive Pictures from F. W. ZINN, Telling



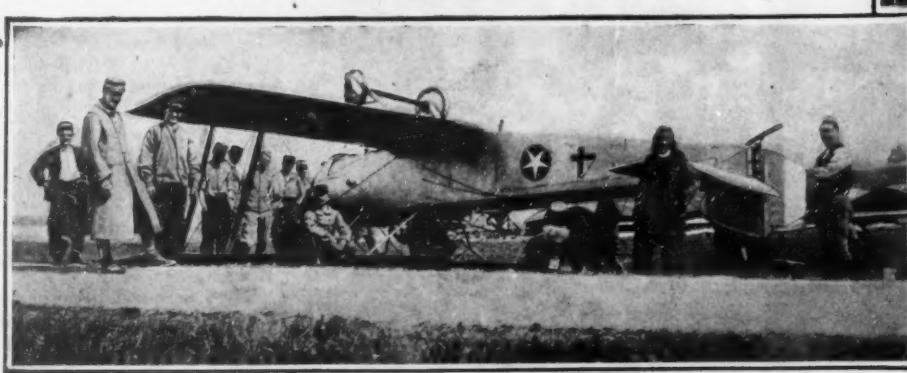
Starting out for a "flip" or trip over the German lines. Note the two machine-guns so mounted that the observer is able to repel an enemy attacking from any direction. The pilot is seen in the forward seat. The observer is wearing one of the latest aviation uniforms.



The "bus" or plane above came to grief when its "quirk" (pilot) tried to make a landing. Mechanics are dismantling it to take the parts to a factory or repair shop well back of the actual fighting lines.



An injury to the engine of this plane from a shell splinter made it necessary to land close behind the lines and as the German artillery occupied the ridge seen in the background the engine was changed under shell-fire. The banner over the plane is camouflage protecting a road.



One can never prophesy exactly how a machine will return to earth when there is trouble in the air. Perhaps there would be nothing to worry about if the plane was in this position 10,000 feet in the air, but at best this was an uncomfortable landing.



Here is the objective of the Allies' airmen—territory occupied by the Germans. The picture shows the town of Bevern, thirty miles behind the German lines. The white rectangles indicate fields of ripening grain and the darker plots are hay and vegetable fields. The picture was taken at an altitude of 15,000 feet by Bennett.

“Quirk” and “Sausages”

the Story of Life With the Allies' Airmen



Bringing in a wrecked plane. The double motor Caudron above was never a fighting plane of value, but was used to good advantage in reconnaissance. It has virtually disappeared from the air in the past few months.



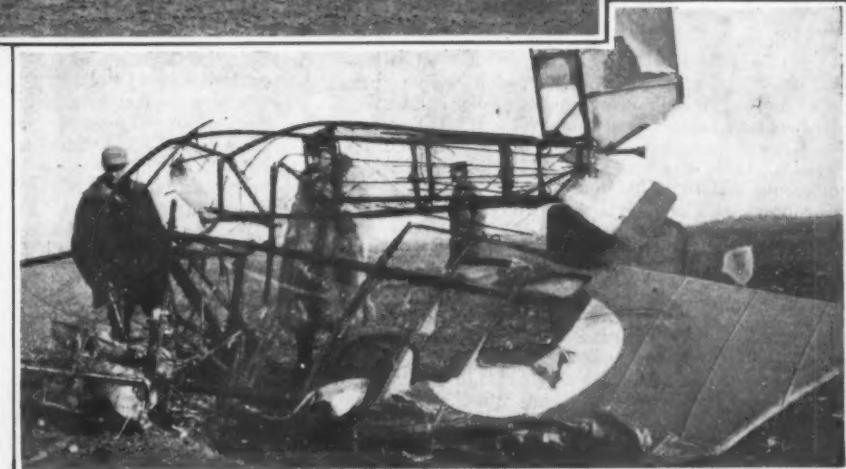
Unfortunately, this plane crashed to earth nose down when the pilot made his landing at the end of a flight; neither pilot nor observer was hurt, however.



This is what the Boche did to one hangar. The landing field was well behind the lines, protected by hills and supposedly out of reach of the enemy guns. The shell that did this came from a gun 19 kilometers away (12 miles). The bombardment occurred on a rainy morning when not a German airplane was out. It was "blind" shooting and, considering the smallness of the target and the distance, not bad work.



Molter, a French aviator. In the lower left-hand corner are railroad sidings. From the hangars in the left center the airplane is already rising which forced Molter back when his engine went cold. For work done on this flight Molter was decorated. This photograph emphasizes the intensive farming of the Germans.



Many a knight of the air has dropped to earth wrapped in a sheet of flame and others driven to sudden landings through injury to their planes have been burned to death before they could extricate themselves from the wreckage.



This double-motored Caudron came down "in the potatoes." This not uncommon method of landing causes many accidents and is usually the result of the stopping of the engine when the plane is flying close to the ground. Often landings made on uneven ground result in nose-down, tail-up stops that bury the engine in the earth.

Builders of America

Charles Gates Dawes, a Leading Financier of the Middle West, Who now Wears an Olive Drab Uniform

By EMORY MARSHALL YOUNG

ONE day a certain lawyer with a reputation for having buried his conscience early in life called to see Charles Gates Dawes when he was Comptroller of the Currency in the administration of President William McKinley. The lawyer had been denied admission on several occasions. The Comptroller was not in his office when the lawyer called. But a little Irishman with a rather quick temper and plenty of nerve was on guard. He did not like the caller very well, and he had a fair idea of where that individual stood in the esteem of his boss.

"The chief ain't in an' if he was I think he'd be busy," said the plain-spoken Irishman.

Whereupon the lawyer indulged in a few uncomplimentary remarks a'nt the Comptroller.

"If yez can move fast, I'd be afther doin' it now, if I was you, Mister," suggested the Irishman.

The lawyer never called on the Comptroller again.

This incident is recited to illustrate the loyalty which Charles Gates Dawes inspires. It is said that everyone who worked under him would have fought for him at the drop of the hat. They knew he possessed an aversion that was akin to hate for anything savoring of snobbishness. And he would as soon advance a janitor or an \$800-a-year clerk to a position of responsibility as some political favorite.

Now, Charles Gates Dawes is second in command of Seventh United States Reserve Engineers, with temporary headquarters at Atlanta, Ga. Soon the newspapers will announce his arrival with his regiment in France.

Colonel Dawes gave up his place as president of the Central Trust Company of Illinois, and the many interests he has in the fields of finance, railroading and other enterprises, to serve Uncle Sam and democracy. Until his offer of service was officially accepted he was as nervous as a schoolboy just done writing his examinations. When the appointment came, he grinned and looked as happy as that same boy might when informed of the success of his test.

Colonel Dawes will make good as a soldier. He has a habit of being successfully versatile. He hasn't been a financier or a banker all his life. By nature he is an artist and student. By profession, he has been civil engineer, lawyer, gas magnate, author and banker. By accident, he once was a politician. When President McKinley was being boomed for the Republican nomination, a snag was met out in Illinois. Reports of scouts sent there by the McKinley managers were discouraging. They said that the State must be marked in the column of one Cullom, a hard-running possibility.

Then Charles Gates Dawes, a young man without office or machine and with very little reputation other than for gameness, appeared unostentatiously from out of the West. He gave the McKinley managers several plain facts. He informed them that he did not admire their fighting qualities. He also told them that Illinois could and would be swung into the McKinley camp.

Dawes thereupon went back to Chicago and made good his boast. When the Illinois delegation departed for the convention in St. Louis, it went uninstructed. McKinley was nominated. Just how young Dawes turned the trick never was explained. He refused to talk about it and those who worked with him smiled enigmatically.

Shortly after the election of President McKinley, Republican job hunters and givers were astonished by the public announcement of Dawes that he wanted to be Comptroller of the Currency. Some of them thought that he had his nerve with him. Others were unable to think connectedly. The action was not "regular." Most hunters of big political jobs seek to cover their movements with a thick fog.

Dawes made his intention so plain and seemed so confident of his ultimate success that none of those who might have coveted the position for themselves or their friends had the courage to stand in his way and he got what he went after.

The apparent inaccessibility of a thing never discouraged Charles Gates Dawes. At the end of ten years after he left college to carve a niche for himself in the world, he had accumulated more than half a million dollars. He did it quietly—without ostentation. That is perhaps the explanation of why the managers of McKinley's boom looked upon him as a somewhat nervy young man. But besides being a man who goes after a thing that he wants, he shrinks from what might



CHARLES GATES DAWES

after seven years of frequent debates with Bryan Dawes wrote and published a book since recognized as authoritative. It is entitled, "The Banking System of the United States." If it does nothing else, it serves to demonstrate the remarkable versatility of the author.

While he was studying finance, Dawes studied freight rates. Then, quite providentially, as it happened, came the hearings which resulted in the enactment of the Interstate Commerce law. Dawes was retained as counsel for the shippers. There were many lively debates in which he found himself confronted by a phalanx of the leading legal representatives of the most important railroads of the country. Instead of being dismayed, he fought hard and brilliantly. When the hearings were concluded it was generally admitted that the man from Lincoln had won his spurs.

In 1894, Dawes reached the conclusion that his instincts were commercial and financial rather than legal. While he enjoyed the practice of law, and was a success as far as he had gone, his studies had turned his mind into channels which led to one point. He learned that there was an opportunity to go into the gas business in Evanston, Ill. He thought it over and decided that he would like to go into the gas business, which was all that was needed to spur this unusually versatile man to action. So he closed his law office, packed his Blackstone, and bought a ticket to Evanston.

In a few years, Dawes of Evanston was recognized as an authority on the management of gas properties.

When Joffre, the idol of the greatest armies ever assembled to war on a common foe, was a visitor in Chicago, there was a great demonstration prepared in the amphitheatre in the Union Stock Yards. There were no invitation cards. The great auditorium was open to the public. There were no favorites. It was first come, first served.

The French Field Marshal and the members of the French Commission to America were motored to the stockyards. There was quite a procession. By way of streets drained of pedestrians by the excitement along the official line of march, an unpretentious automobile passed swiftly. In the tonneau sat a man in conventional black morning coat and silk hat. He seemed preoccupied and looked straight before him. Beside him was a newspaper man to whom he occasionally addressed a remark or handed a long, expensive-looking cigar.

Presently the car drew up at the rear of the pavilion. The silk-hatted Dawes alighted and hurried into the great building where cheer upon cheer indicated that the French hero had arrived. Bands were playing; first the national anthem of the French and then some American rallying hymn. The quiet man who had chosen the unfringed streets slipped unobtrusively to the platform and shook hands with one or two of the men who seemed to be in charge of the affair. Presently he was called to the front of the platform. He began to speak. His voice was good and there was fire in his words. The building rocked with a storm of applause. The white-haired leader of the French, the old fellow who saved Paris from the German hordes under von Kluck, was seen to wipe the tears from his eyes, unashamed. Although he could not understand the words he listened to, he could feel the pathos and the thrill in the voice of the speaker. When the address was finished, men told one another that it was a masterpiece.

When Dawes recently offered his services to his government, he did so without heralding the fact. And when he received his commission, he shut himself up in his home in Evanston and, with his personal secretary and Joseph E. Otis, the man who will act as president of the Central Trust Company until the war is over, wound up his affairs. Then, so quietly that the newspaper boys missed him, he slipped away to Atlanta and donned a uniform.

When he gave up being a gas magnate and went into banking, he did so quietly. And before folks had become used to him in his new rôle, his bank was one of the four leading institutions in the State. As a banker, he has been unusual. He cannot help being unusual.

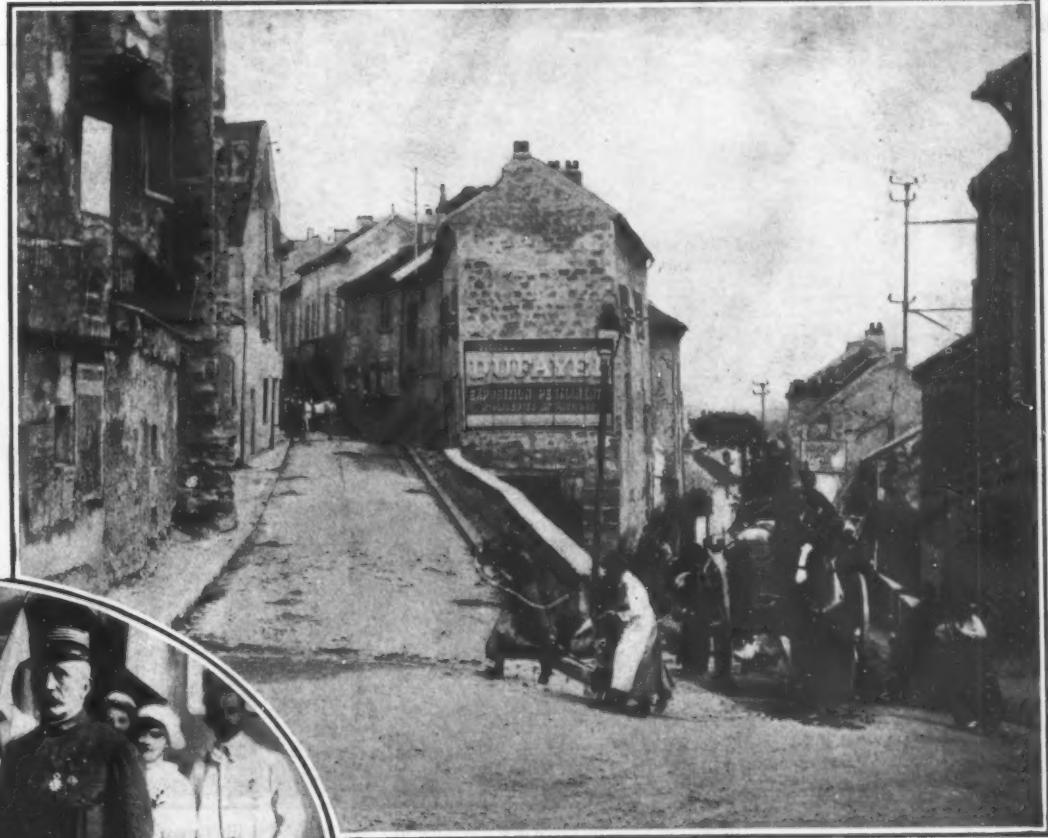
In 1915, when almost every large banker in Chicago had indicated, directly or indirectly, that his bank did not intend to participate in the Anglo-French \$500,000,000 loan, Dawes announced that he had recommended to his directors that a block of the bonds be subscribed for. When he made the announcement

(Continued on page 201)

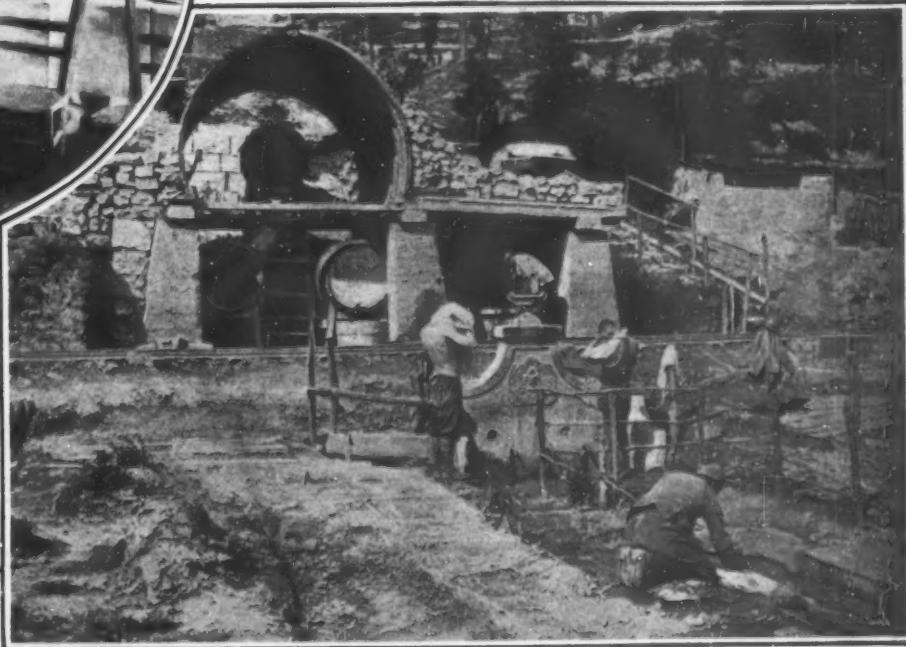
“Here and There” in France



JERKLINE
The joys of the wounded soldier are few and far between, but when a “citation party” holds forth in a hospital, everyone—patients, nurses, doctors and orderlies—do their share to honor the recipient of the awards. This poilu has just been decorated with the Croix de Guerre and the Médaille Militaire, for bravery in action, and wears the same honors as his commandant who has just decorated him. The American attendants at the American Hospital at Neuilly, where this citation took place, as is the custom, contributed for champagne, good things to eat and flowers. Abbé La Croix standing at the left, a French Army Chaplain, veteran of the War of 1870, wears the cross of the Legion of Honor, granted for conspicuous service in the Franco-Prussian War. At the time this picture was taken Abbé La Croix was relieving Abbé Klein, the famous chaplain-author, Amonier of the American Ambulance in France.



GROTH
Panic is the ruling passion among refugees. David Ward Griffith in his travels in France after moving picture material found more than one scene “moving” in its harrowing qualities. James H. Hare declares that the sound of bursting shells is the most nerve-racking experience in war.



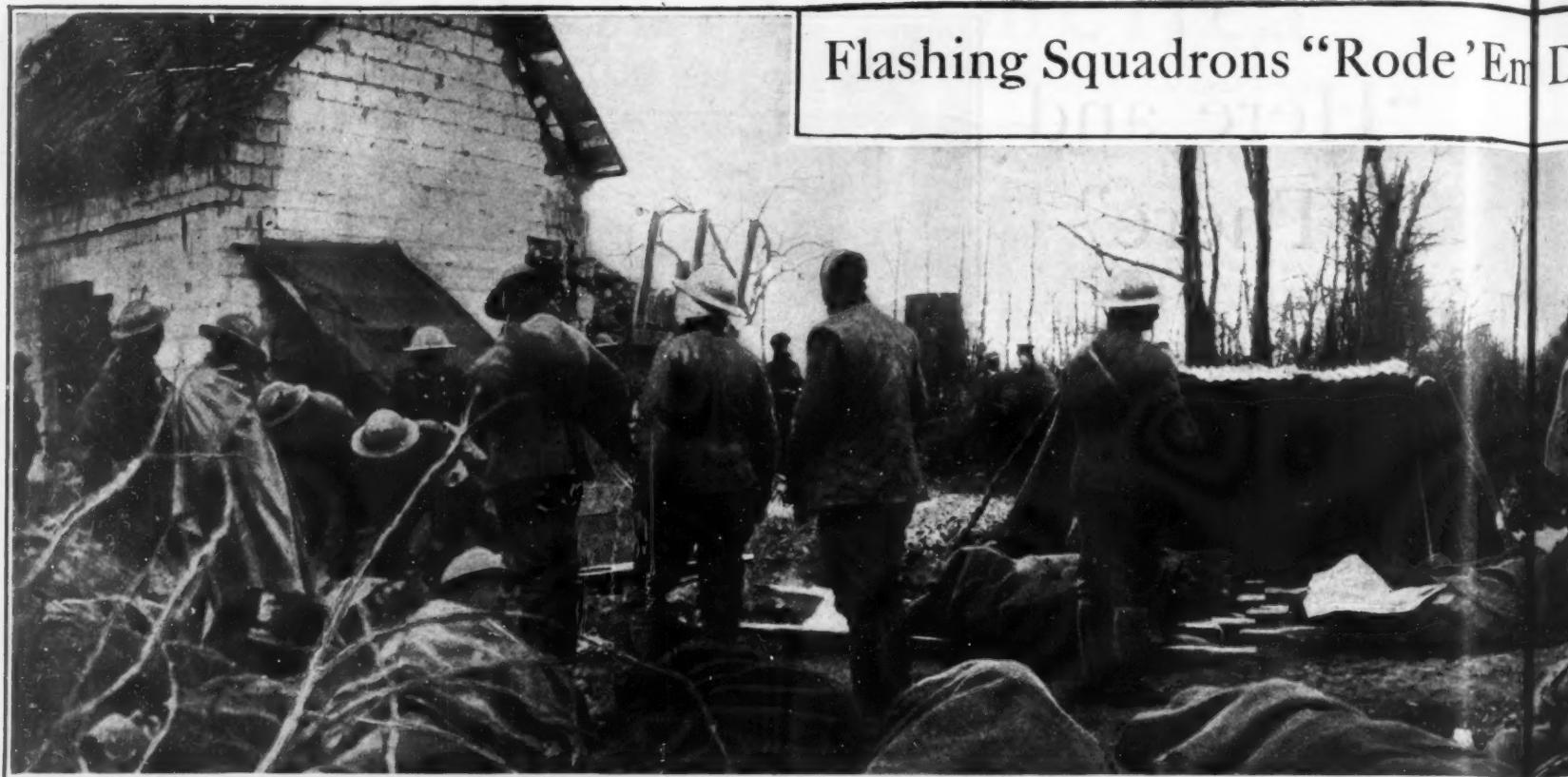
COPYRIGHT KADEL & HERRBERT
The old-fashioned Saturday-night tub would be a welcome treat at many a “somewhere” along the front in France. All sorts of substitutes have been resorted to, not the least interesting of which are these open-air baths set up by the French in a marble quarry, not far from the front lines.



A big bi-motor Caudron behind the lines after an accident in the air, which damaged both propellers and rendered the machine practically useless. The operator, an American, Kenneth Proctor Littauer, who stands to the right of the fuselage, penetrated the

LITTAUER
German lines under fire, “spotted” and photographed the German batteries. Through his efforts that resulted in the subduing of these batteries, he won the cross of war, at the peril of his life, which, it seems, was only saved by a miracle of coolness and self-control.

Flashing Squadrons "Rode 'Em Down"



In the November drive of the British against Cambrai much of the fighting was upon open ground, and positions changed so rapidly that the dressing stations close behind the British

lines were extemporized and moved about according to the moment's need. Wounded

came to the surgeons in ambulances and straight from the battle on stretchers. Operating

British cavalry, long chafing for action under the limitations of trench warfare, came out of limbo in the great offensive and proved one of the most spectacular features of that six-mile drive. Man, horse, helmet and saber glistened with rain in the morning light as squadron after squadron swept by the infantry into the tank-smashed field of battle. They rested on the Bapaume road and then went again into the gore center of Britain's greatest adventure. It was the first time in months that cavalry had been utilized in mass formation—and they brought home the bacon.



Em Down, Cut 'Em Down and Gave 'Em Merry Hell"

© Underwood & Underwood

Exclusive British Official
Photographs for LESLIE'S

tables were rigged in shelter tents. Captured Germans helped to carry the wounded from the dressing stations to the trains and the ambulances which bore them to the further rear.

And the cl^applains, who have played more than a passive part in this war, lent spiritual consolation to the wounded and dying.

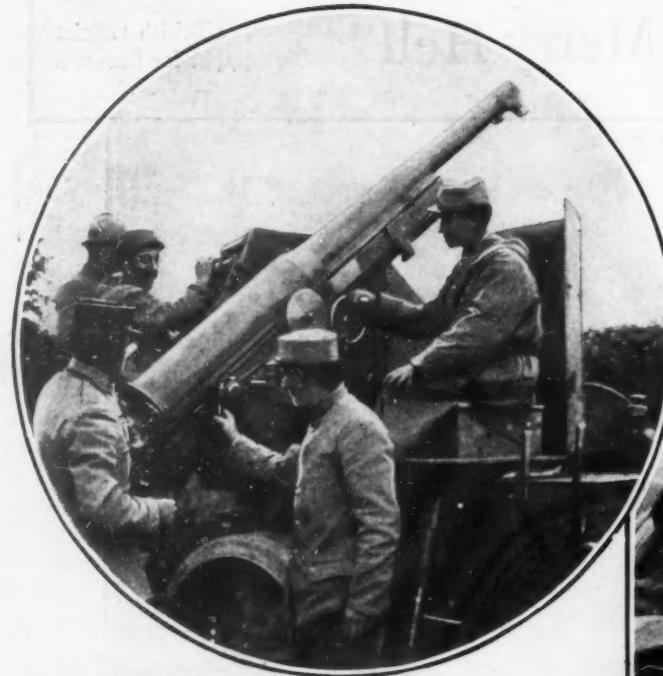


The Cambrai advance had been carefully prepared and all of the resources of Field Marshal Haig's armies were thrown into the engagement. Tanks, cavalry, infantry and field artillery massed together. The tanks broke the way; one is seen above at the right. After them poured the myriad infantry. Barrage and gas clouds buried the objective point. Dashing through the sanguin-

nary lanes British squadrons bore down on the tortured Germans and swept battery after battery into the Allied maw. Big as this war gets and queer as many of its instruments become, it has its intense moments of elemental combat when the ring of cold steel hushes the roar of guns. Before Cambrai the monotonous trench gave way to the unsheathed saber.

Where Taubes Come to Startle—Then Fly Away

Exclusive Photographs by A. C. WATSON, Formerly of the American Ambulance



The beautiful white aigrettes which float in the air behind an avion are shrapnel bursts from anti-aircraft guns. Not only are these guns mounted in hidden positions, but also many of them are carried on fast motor trucks so that they may be wheeled quickly to any threatened vicinity.



The little French towns within the war zone are now used to the marching poilus. Little excitement is caused by the regiments marching, fully accoutred, to

billets for a week's rest or to the front for their next grueling spell in the trenches. But the sturdy little fighters are always welcome in these havens of rest.

"Seventy-five" shrapnel shells for motor-mounted anti-aircraft guns are carried in motor caissons which follow the guns. One of these guns is fired so rapidly that sometimes a dozen bursts are in the air at the same time.



The Decauville, or narrow gauge, railway is a star performer in transportation at the front. It is quickly laid, either in temporary positions or permanently, and it ramifies and threads the

rear positions in every direction. It is not only useful as a mover of supplies and ammunition—its speed makes it valuable for shifting troops from one sector to another.



With eyes that never sleep, French soldiers sweep the sky through combination telescopes and range finders, searching for black specks that denote enemy planes. The drone of a Taube precedes its appearance to the naked eye but the telescope often anticipates the naked ear.

Winter Emphasizes Staggard Superiority

The original and peculiar construction of the Staggard Tread gives extra security at all seasons.

At no time does it assert itself so decisively as in the winter months.

Users of Staggard Treads are especially immune from the side-skid of slippery snows and treacherous slush that so frequently makes winter driving dangerous.

No other tread is so scientifically built to hold the road.

The Staggard Tread is the scientific solution of the non-skid problem.

It was patented (Sept. 15-22, 1908) by The Republic Rubber Corporation as the first effective rubber non-skid tire.

It gives *maximum non-skid with minimum friction.*

There is literally no other tread on the market that gives similar security in winter driving.

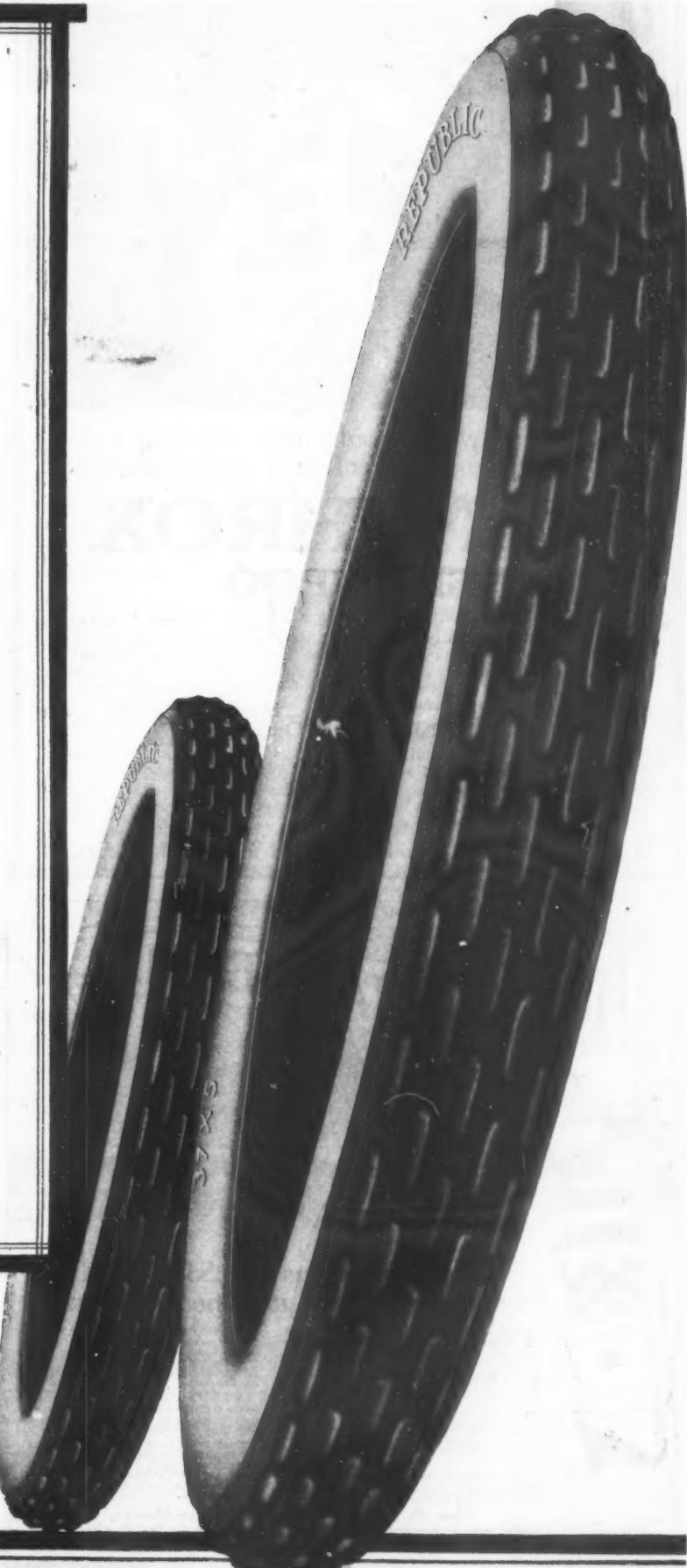
Republic Black-Line Red Inner Tubes have a reputation for freedom from trouble

The Republic Rubber Corporation
Youngstown, Ohio

Originator of the First Effective Rubber Non-Skid Tire
Republic Staggard Tread

Republic
STAGGARD
Pat. Sept. 15-22-1908
Tread

*Maximum Grip with
Minimum Friction*



REPUBLIC TIRES



WOMEN who consider that beauty is a duty have found one of their best assistants is

CANTHROX SHAMPOO

because it is so very easy to use and so effective that it has been for years the favorite of all who want to bring out the natural beauty of their hair. Canthrox, the hair beautifying shampoo, rapidly softens and entirely removes all dandruff, excess oil and dirt. Canthrox gives such massy fluffiness that the hair appears much heavier than it is, while each strand is left with a silky brightness and softness that makes doing up the hair a pleasure.

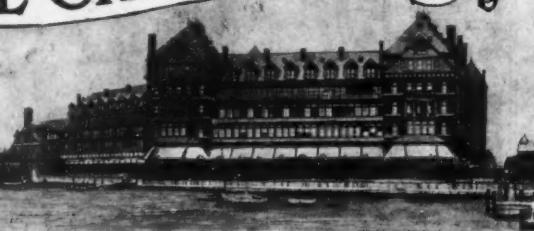
For Sale at All Druggists

It is about three (3) cents a shampoo. No good hair wash costs less; none is more easily used. A few minutes is all that is needed for your complete shampoo.

Free Trial Offer—To show the merits of Canthrox and prove that it is in all ways the most effective hair wash, we send one perfect shampoo free to any address on receipt of three (3) cents for postage.

H. S. PETERSON & CO., Dept. 203, 214 W. Kinzie St., Chicago, Ill.

HOTEL CHAMBERLIN



Train Service as far South as Old Point Comfort was never better!

THE CHAMBERLIN directly faces Hampton Roads, which is always the scene of marine activity. Across the Roads, immediately in front of the Hotel, is the site of the New Naval Training Base and Aviation School. Langley Field, the Army Aviation Experiment Station is but a few miles away. This is becoming the show place for aviation in America.

The Chamberlin is alive with gay Society the around, military, naval and aeronautical uniforms lending sparkle and color to the scene.

The cuisine is famous, and naturally so, since the finest sea-foods are obtainable in the waters around Old Point Comfort. The

Geo. F. Adams, Manager, Fortress Monroe, Va.
NEW YORK OFFICE: Bertha Ruffner Hotel Bureau, McAlpin Hotel, Cook's Tours, or "Ash Mr. Foster" at any of his offices.



The open-shop represents more than 90 per cent. of the working people of the

The Melting Pot

ITALY prohibits the sale of candy.

Jackson Barret, an Oklahoma Indian, has purchased \$650,000 of the Liberty Loan.

A New York grand jury has found wholesale bribery in the cycle squad of the city police.

The New York Court of Appeals upholds a saloon keeper who refused to sell a drink to a negro.

Seven thousand Canadians have been decorated by the British Government for conspicuous bravery.

Rawson, N. D., has no saloons, no jail, lawyers, doctors, red-light district, church, movie or pawnshop.

The British Food Controller declares tobacco is a necessity, and that its prohibition would be a national misfortune.

Every man, woman and child in the town of Prairie du Rocher, Ill., enrolled in the Christmas drive of the Red Cross.

A Long Island farmer who recently died left his valuable farm to an employee who had worked for him for thirty years.

Col. Roosevelt recently advised the Chairman of the Republican National Committee to add women to its membership.

The American Exchange National Bank of New York favors cutting red tape to speed up the "slow-pay" of the Government.

A Brooklyn man who recently died left \$300 to the pastor of a church who had done an act of kindness for him fifty-four years ago.

Sacramental wines are barred under the prohibition laws of Oklahoma according to a decision handed down by a District Court judge.

Much of the dancing and festivities at Camp Devens, Ayer, Mass., has been cut down by the officers as not conducive to military discipline.

The equivalent of the labor of 20,000 men for a month has been lost to the Government's shipbuilding program through strikes and lockouts.

An aged Minnesota Indian, injured in an accident, refused to sleep on a hospital bed; but rolled himself up in a blanket and slept on the floor for two weeks.

The sale of a mince-pie to American soldiers in France for \$8.40 has led to an investigation to ascertain whether white flour was used, despite its prohibition.

Holland adopted a new policy in her recent appointment of a well-known business man, Augustus Phillips, instead of a diplomatist, as Minister to the United States.

The percentage of men rejected for physical reasons for our National Army is from 30 to 70 per cent. of the men called, higher than that of any other country.

The Episcopal Synod of New York and New Jersey is resolved to oppose the introduction of further Sunday work, Sunday baseball or moving picture exhibitions for pay.

The proprietor of a hotel at Coney Island, who sold coal to the poor at cost during New York's recent coal shortage, has been convicted of obstructing the sidewalk in doing so.

A New York high school girl, who established a record for obtaining subscriptions to the last Liberty Loan, worked so hard in her patriotic zeal that she died shortly after the campaign closed.

One hundred prisoners in the Westchester County (N. Y.) penitentiary elected to spend an extra week in jail, and have the time credited to them and given to the Red Cross, thus raising \$60.

The rector of St. Patrick's Cathedral in New York says "children born out of wedlock are not responsible for their parentage and it is all wrong to blame them for it. The parents are the illegitimate ones."

The open-shop represents more than 90 per cent. of the working people of the

United States. A decision of the Supreme Court guarantees to the employee the right to work where he will and to the employer the right to run his own affairs.

The largest service flag in the country bearing 19,135 stars was swung as a canopy in a hall at Indianapolis where the United Mine Workers recently met, each star representing a coal miner who has enlisted.

The Methodist Woman's War Council, the first denominational war council thus far appointed, has issued a call asking women to "pray without ceasing" for the men at the front and the mothers and wives at home.

During the first nine months after we entered the world war enemy incendiaries destroyed \$50,000,000 worth of property in the United States. Ex-President Taft says: "We should hang traitors who set fire to our property."

Soldiers' wives in England received from the Government \$3.84 a week, \$1.73 for the first child, \$1.48 for the second, \$1.08 for the third and 72 cents for all other children. Privates in the British Army receive 36 cents a day.

Two Masonic lodges in Troy, N. Y., recently voted unanimously to accept an invitation of the Holy Name Society, of St. Augustine's Roman Catholic Church, to attend a service in honor of the members of the church who have enlisted.

Russian officers driven out of the army by the Bolsheviks and who offered their services to fight under the American flag were refused permission because our law does not permit other than American citizens to become officers in our army.

Professor William C. Wells, of the Pan-American Union, says that Germany's claims to superiority in the scientific field are unfounded and that more than two-thirds of German mechanical industry was built on American inventions, research and skill.

The War Department has annulled court-martial proceedings against ten enlisted men of the regular Army who were convicted of mutinous conduct. The Department held that the proceedings were due entirely to the "capricious conduct of an inexperienced officer."

Twin brothers who enlisted in the same company of a Scottish regiment were sent to France together. Both were wounded in the same engagement, in the left ankle, the bullets in both cases lodging in the right foot. Both were brought back to England and occupied adjoining cots in the same hospital.

The War Industries Board, in the matter of war conservation, suggests standardizing clothing as follows: Black and tan shoes only in summer, oxfords and ankle-high boots for men and a medium high cut for women; black, gray and blue colors for men's fabrics, and silk in standard colors and about sixty cents a yard for women.

The privately owned railroads of the United States have the lowest freight rates, the lowest capitalization per mile, the greatest operating efficiency and pay the highest wages of any railroads in the world. A British railroad expert says that a ton is carried a mile in the United States for .37 of a cent, in Germany for .62 of a cent, in France for .59, while he estimates the British rate to be fully a pence a ton-mile.

On the body of an Austrian soldier killed in battle these lines were found:

Ye who have faith to look with fearless eyes,
Beyond the tragedy of a world at strife,
And know that out of death and night shall rise
The dawn of ampler life,
Rejoice, whatever anguish rend the heart,
That God has given you a priceless dower,
To live in these great times and have your part
In Freedom's crowning hour;
That ye may tell your sons who see the light
High in the Heavens—their heritage to take—
I saw the Powers of Darkness put to flight,
I saw the morning break.

Let the people rule!

Builders of America

(Continued from page 194)

he stood alone among Middle West bankers and financiers. It was reported that threatening letters had been addressed to him by certain friends of the Central Powers in Chicago. The newspaper men called on him and sought confirmation of the rumors. The banker laughed. But he neither denied nor confirmed. At any rate, it was not long before other bankers began following his lead. He blazed the trail for them.

When Secretary of the Treasury McAdoo visited Chicago to rouse the bankers of the Windy City just before the flotation of the Liberty Loan, there was a private luncheon in the Chicago Club. Private luncheons at the Chicago Club are just that. The press are not admitted, and there are no leaks, usually. But from some source it was learned that Dawes made a speech at the luncheon—a "rip snorter." Whatever that speech was, there was evidence of considerable enthusiasm following the visit of the Secretary of the Treasury. And Chicago responded to the call of the Liberty Loan in a manner which was a credit to it.

If Mr. Dawes were not all of the many things he is, I think that he would be one of the literati. Or he might be a composer of music or a painter of canvases. He paints a little, for his own amusement, and he has composed one or two very creditable marches and chansons. Also, he is a philanthropist. His patronage list is a long one. There is the Rufus Dawes Hotel in Chicago, where the "down and out" can get a good bed for five cents a night. The hotel was built as a memorial to Rufus Fearing Dawes, who was drowned in Lake Geneva in 1912.

In the Rufus Dawes Hotel no baggage is needed as surety. A man registers and gives his promise, his word, for payment. He is trusted and seldom does a man thus treated fail to make good. Young Rufus Dawes was greatly interested in the work of the Y. M. C. A. and the erection of a hotel for the unfortunate was a subject near to his heart.

There is big work to be done in France by the men who go over there with the United States Reserve Engineers. Dawes has done well in helping to make America, he will do well in helping America remake Europe.

About the Oyster

THE oyster production of the United States is the greatest in the world. It can be made much greater because vast areas of unproductive bottom can be made productive by oyster culture. The purity of oysters placed on the market is now more assured by United States and State inspection and the operation of the large producers. Don't be afraid of green gilled oysters. The gray-green color, which is of vegetable origin and derived from their food, forms a deep fringe within the open edge of the oyster. Such oysters are often the best and in France are prized above all others.

It is a duty to utilize this vast food resource as far as possible and save other foods of which there is a dearth. It is also a pleasure to use the oyster, which in other countries than ours is a luxury rather than a common food. It is not one of the cheap foods when measured by the cost of its useful constituents, but it is valuable as an appetizing variant of the diet. A reasonable variety of food is necessary to the health of a civilized people. The oyster is without waste, digestible, wholesome and delicious, and it may be prepared in many ways. If you wish to know how, write for a cook book to United States Bureau of Fisheries, Division F, Washington, D. C.

73d ANNUAL REPORT

NEW YORK LIFE

INSURANCE COMPANY

346 & 348 BROADWAY - - - NEW YORK CITY

(Organized under the laws of the State of New York)

TO THE POLICY-HOLDERS AND THE PUBLIC:**Admitted Assets, Dec. 31, 1917 . . . \$934,929,381.52**

These assets are the property of over 1,000,000 people with their dependents (in accordance with their contractual rights). The Company is purely mutual; it has no capital stock.

Legal Liabilities	.\$760,742,335.52
Reserved for dividends payable in 1918	\$26,561,063.64
Reserved for dividends on deferred dividend policies maturing subsequent to 1918.....	107,041,778.00
Reserved for Contingencies.....	40,584,204.36
Total	\$934,929,381.52

For the year 1917 the Company's mortality rate was the lowest in its history

Average earning power of total Ledger Assets—

December 31, 1917, 4.59%.
December 31, 1916, 4.54%.

New paid business for the year.....	\$316,000,000
Outstanding insurance, end of 1917.....	\$2,673,000,000
Paid policy-holders during year.....	\$87,000,000

The annual dividend rate of 1917 will be maintained in 1918.

Liberty Loan Bonds owned Dec. 31, 1917..... \$12,075,000

SUPPORT THE GOVERNMENT

We urge all policy-holders to buy War Savings and Thrift Stamps.

We have directed all Agents to take no application for insurance from a soldier or sailor unless the applicant already has the limit with the Government.

BACK UP THE GOVERNMENT

A detailed statement will be sent to any person asking for it.

January 14, 1918.

DARWIN P. KINGSLEY, President.



Uniform Tires

(99 Per Cent Excellent)

Built by Uniform Men

(96 Per Cent Efficient)

MANY manufacturers build good tires. But each producer's problem is to build ALL of his tires as good as his best one. To make them as uniform in mileage as they are in looks.

Even tires built side by side often vary thousands of miles. Were it not for this, certain great brands would equal the Miller.

For Miller has succeeded in building tires the same.

Not a few—not certain "lucky" tires. But 99 Millers in 100. Less than 1 per cent ever need adjustment.

Miller  **Tires**
UNIFORM
MILEAGE
GEARED-TO-THE-ROAD

Tires are bound to vary about as the workmen do, because they are mostly handwork. To build them uniform, "human variables" must go. That's why, three years ago, we began to keep books on every tire built, and on the man who built it.

We brought in experts on scientific management. And the master tire builders were used to train the rest.

Many withstood this new order of efficiency and are building Miller Tires today. Those who fell below the mark had to go elsewhere.

Perfection demanded the survival of the fittest. This body of Miller men is known today as Tiredom's crack regiment. Their efficiency averages 96 per cent.

And more than 99 per cent of their tires exceed the warranted mileage.

Geared-to-the-Road

Miller Tires are Geared-to-the-Road. Look how the ratchet-like tread takes hold of the ground. This keeps wheels from spinning when you start—it gives positive traction while you are going.

This year we'll produce enough for only one motorist in fifty. Because few workmen can be trained to this perfection. Better speak to the authorized Miller dealer at once for your supply.

The Miller Rubber Co., Akron, Ohio

*Makers of Miller Red and Gray Inner Tubes
The Team-Mates of Uniform Tires*



Motor Department

Conducted by H. W. SLAUSON, M. E.

Readers desiring information about motor cars, trucks, delivery wagons, motorcycles, motor boats, accessories or State laws, can obtain it by writing to the Motor Department, LESLIE'S WEEKLY, 225 Fifth Avenue, New York City. We answer inquiries free of charge.



This is not a tank, which employs the creeper or track-laying type of transmission, but the application of power to the front wheels of the tractor enables it literally to "climb the side of a house."

Why There Is Not a Tractor on Every Farm

IT was only a few short months ago that the world was startled by reports from the European battle front of the appearance of huge armored monsters that strode over shell craters and trenches and that, in fact, either tore down or surmounted every obstacle in their path.

Progressive farmers could see in these reports nothing but an elaboration and clever application to modern warfare of the agricultural tractors which have been employed with such efficiency for their ploughing and harvesting. Such farmers knew the manner in which the properly designed tractor could plough over stones and stumps on the level, or uphill as well as down. They knew the tremendous power which these could exert for pulling stumps, and they had learned from experience that the broad tread and wonderful distribution of weight on certain types enabled them to negotiate swamps and marshes that would prove the end of any two or four-footed animal.

But possibly it is hardly fair to say that in order to prove himself "up-to-date," the farmer should be the owner of a tractor. It may be that many farm owners have encountered unfortunate experiences with tractors of the wrong type or of inferior make, and for them the more efficient and economical step may have been a return to the horse. In such instances the fault can be laid largely to the lack of organization and standardization existing among many so-called tractor manufacturers. They had failed to realize that human nature exacts greater comparative efficiency from necessities than from luxuries, and that the man who owned what was then called a "pleasure" car would not be willing to invest the same amount of money, time and labor upon the upkeep and repair of a machine upon which he depended for his earning capacity.

The average farmer is a born mechanic. He is ingenious. It is heredity from the days of inaccessibility of stores, repair shops and telegraph wires. He knows good design and good machinery, even though it must be admitted he may not always take the best care of it. He waited a good many years before the "pleasure" car was brought to a sufficiently satisfactory state of perfection; he waited still longer for the motor truck to prove its right to occupy the roads to the exclusion of what he considered—and with a per-

fect right—the more efficient and more reliable horse; and, therefore, it is to be expected that the farmer should wait until the tractor demonstrates that its greater efficiency and work-producing ability will not be more than offset by improper design, poor workmanship, faulty materials and a product of factories formed almost solely for the marketing of a few machines on which to base a stock-selling campaign.

Since the passenger car has demonstrated its ability and reliability, the farmer has become one of the largest classes of purchasers of this vehicle; since the motor truck has shown that it can do the work of from three to ten horses at a tremendous saving in cost and time, the modern farmer is adding this vehicle to his stock of money-making machinery. It now remains only for the tractor to demonstrate in as striking a manner that it is entitled to introduce a new era in American farm life. It is making rapid progress in this direction. Tractor manufacturers are building "from the ground up," having in mind the peculiar requirements of the various kinds of farmers and the care, or lack of care, that each is able to bestow upon his machine. They are realizing that the mechanism best suited to a passenger car or truck, used principally on hard-surfaced highways, is totally inadequate to meet the requirements of a vehicle whose life is spent largely in ploughing its way through fields of dust, mud or water.

Probably the most striking recognition of the importance of the tractor industry was made when the S. A. E., for years known as the Society of Automobile Engineers, changed its name to the Society of Automotive Engineers in order to include, among other branches, a division of tractor engineers comprising the principal tractor manufacturing concerns of the country. Through the efforts of this society the same principles of standardization and uniformity of design that have made the passenger car and truck so pronounced a success are rapidly being applied to tractor production.

As was the case with the passenger car and truck, it is probable that the universal use of tractors on the farm will start with the business man who maintains a large farm either as a "hobby" or as a means of augmenting his income. He it is who, through the use of trucks and pas-

First Line Defense

As the mighty coast defense gun stops the foreign foe, so

DEANS COUGH DROPS

stop coughs and after-effects of colds which follow upon the heels of sudden changes in temperature, draughts, dampness and bad weather. Taste good—are good for the whole family—from the baby up.

5¢ Get the Drop on that Cough

DEAN MEDICINE CO.
Milwaukee, Wis.

KADY SUSPENDERS

Adjust themselves to every movement of the body—do not strain or bind, and make the trousers hang just right. The famous Double Crown Roller of the KADY provides the utmost in comfort and style.

Get a pair of KADY SUSPENDERS today and wear them for a week. If you are not satisfied, dealer will return your money.

Refuse substitutes: look for name KADY on buckles. 60 cents and 75 cents at leading dealers!

THE OHIO SUSPENDER CO.
Mansfield, Ohio

Instant Bunion Relief
Prove It At My Expense

Don't send me one cent—just let me prove it to you as I have done for over 72,500 others in the last six months. I claim to have the most successful remedy for bunions ever made and I want you to let me send you my **Fairyfoot** treatment. Free—just don't pay me money for any cures, or shins or pads you ever tried without success—I don't care how disgusted you are with them all—you have not tried my remedy and I have such absolute confidence in it that I am going to give you my **Fairyfoot** treatment **FREE**. It is a wonderful yet simple home remedy which relieves you almost instantly of the pain; it removes the cause of the bunion and thus the ugly deformity disappears—all this while you are wearing tighter shoes than ever! Just send me a telegram and address **Fairyfoot** will be sent you promptly in plain sealed envelope.

FOOT REMEDY CO., 3520 W. 28th St., Chicago

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Fine Tone
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Violin
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Ukulele, Guitar, HAWAIIAN GUITAR OR CORNET

We have a wonderful new system of teaching note music by mail. To first pupils in each locality, we'll give a \$20 superb Violin, Mandolin, Ukulele, Guitar, Hawaiian Guitar or Cornet. Very small charge for lessons only expense. We guarantee success or no charge. Complete outfit given. Write at once—no obligation. **Blindland School of Music, Dept. 81, Chicago, Ill.**

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senger cars in his business and in his family life, realizes the inefficiency of the horse especially when applied to such enormous undertakings as are represented in the annual ploughing, sowing and harvesting on our farms; he it is who realizes that the only way by which the farmer can compete with high prices of materials and labor is work by as efficient methods as are available. Automotive history is repeating itself, and the industry will find the same interest on the part of the surrounding farmers when a successful business man employs tractors on his estate as existed when the first department stores in New York and Chicago replaced all their horses with motor trucks. This action on the part of these department stores was followed by a complete motorization of the delivery systems of the majority of smaller retailers for blocks around, until the change to motor trucks had gained such momentum that it seems certain that the one hundred per cent. increased production, planned for 1918, will be insufficient to meet the demand.

Service

(Continued from page 191)

on his cot centered upon her, and eyes filled with tears.

Her face was illuminated. A moment she stepped out on the little porch, leaned on the railing, smiling down on us as we got into the motor. The space of the green lawn divided us. Her white veil blew out with the wind; there was a light in her face such as Joan of Arc must have worn, as Florence Nightingale, as Edith Cavell—a woman making history!

The skies were red with battle; Cividale was burning out its soul in anguish, and the cypresses of the garden swayed black as funeral plumes against the lurid skies. The setting-sun became a pale lemon-colored moon through thick black smoke.

All across the lawn were soldiers hobbling down to the station. We gave the right of way to the big gray camion overladen with wounded, with the dying. Beside the road a wagon filled with furniture turned out—a bomb had lifted the two horses out of sight. A scarlet brocaded chair, fit for a Doge or a bishop, held out its arms by the wayside, and spoke mutely in the way that inanimate things can! The lord of the road was the cannon, and it held the right of way.

Two soldiers, cyclists of Bersagliere, appeared, breathless, in the door. "Cormons is gone," they said.

Hands clasped, no one spoke, the air vibrated with emotions; there were no spoken words. The exodus was on.

There was a little group of women, of children and old men. "Si levano i morti, si scopron le tombe," they sang. Above the bellowings of cannon lifted Garibaldi's hymn. And the little sergeant who was fairly seated in my lap, stopped his weeping, waved a crutch madly through the open window to Sister Lina, his hoarse voice a-buzz to the air beyond. "Viva Italia! Viva Lina Pileri!" he cried.

Lina Pileri was very still as we kissed her "arrivederci"—till we meet again! It was as if something within her came out, another life that made nothing of battle and war, more than an everyday occurrence. But she must have had one thought that came up against a dead wall—a German or a Turk to lay his hands on her. Would they respect the Red Cross shewore?

She stood an exalted figure, the scarlet cross on her breast very vivid in the translucent glow that precedes the Tramonto of Italian nights. Through life we will see that image standing there, smiling wistfully, watching us ride away to safety!

Perhaps when the olive branch that beat against the wall has its berries ripe, Lina Pileri will come to us with the return of the armies, return to teach little girls how to become future Lina Pileris! And again perhaps she will not come.

GREAT BEAR SPRING WATER
"Its Purity Has Made It Famous"—Ad.

CONCRETE ROADS



When the Call Came for More Ships

The CONCRETE ROADS of Snohomish County, Wash., were ready for immediate hauling, by motor truck, of millions of feet of timber for ships and airplanes.

Motor trucks carry the ponderous logs over the 106 miles of concrete roads in Snohomish County at steady speed, 365 days a year, without interruption, more quickly and more dependably than any other means or avenues of transport.

This is but one instance of road preparedness supporting and expediting war preparedness. If concrete road systems were available everywhere, the Nation's vast war production as well as its commerce would be unhampered by shortages of fuel and raw materials. Its full military and industrial power could be mobilized.

Concrete highways are as necessary in peace as in war. They are becoming the very arteries of national life. Systems of them should be built. Delay only adds to the enormous burden which the public bears in maintaining impermanent highways under heavy motor traffic.

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and you save
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Eliminate carbon and spark
plug trouble by installing
in your car or truck a
set of

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HAMMERED
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RINGS



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Winter on the South Jersey
Coast is delightful. Chalfonte
appeals to cultivated, interesting peo-
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10-story, Fireproof. Right on the Beach
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Make \$2,000 a year and
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Keep Your Eye on Austria

By CHARLTON BATES STRAYER

NEARLY eight months ago I treated
about peace prospects under the above
caption, pointing out that Austria was
the weak link in the Teutonic chain and
that the peace break when it came would
doubtless come from Austria. Nothing
has happened since to change that view,
while the present unrest in Austria-
Hungary gives it strongest confirmation.
The German-engineered campaign into
Italy last fall was designed to hold in line
a war-weary and discouraged Austria.
Temporarily heartened by a conspicuous
yet inconclusive success, the peace prom-
ised to Austria by Christmas did not ma-
terialize. Hungry, war-weary, on the verge
of economic ruin, Austria was compelled
to face the horrors of a fourth winter of
war. Then came the hope of a general
peace through negotiations with the Rus-
sian Bolsheviks on the basis of their for-
mula of no annexations and no indem-
nities, a hope dashed to earth by German
duplicity and manipulations. Wide-
spread dissatisfaction with Germany's
two-faced policy at Brest-Litovsk, the
increasing scarcity of food and general
war weariness brought about a protest
which paralyzed more than half of Aus-
tria's industries, involving a million
strikers. It may be said that the bulk of
the strikers and food rioters are women,
children and men not physically qualified
to be in the army, that there is not in such
unrest the power of revolution, that such
a movement must originate and succeed
first in the army. That stage has not
been reached in Austria, but the strikes
compelled a conference of the Premier and
three ministers with representatives of the
workers and to exact from Count Czernin
a guarantee that peace negotiations
would not be allowed to split over views
concerning conquest.

Austria's Growing Unrest

The most important features of Aus-
trian unrest are the growth of revolution-
ary and democratic tendencies and the
widening of the breach between Germany
and Austria. The leaven of the Russian
Revolution is working among the Teu-
tonic Powers, with less to repress it in
Austria-Hungary than in Germany. Ger-
man and Austrian military leaders are
not very anxious for the return of prisoners
at this time, for they would bring
home too many revolutionary ideas. The
leaven of President Wilson's speeches is
also at work. When the President urged
Congress to declare that a state of war
existed between this country and Austria,
I pointed out that he also paved the way
for a separate peace with Austria. The
President's recent address to Congress,
outlining our aims in the war, has given a
remarkable impulse to democratic peace
ideas throughout Austria-Hungary.

The Austrian people are protesting in
particular against the annexationist aims
of the Pan-Germans. Count Czernin,
Austrian-Hungarian Foreign Minister, has
declared against annexations and indem-
nities and has said that the only desire
of the Dual Monarchy is "to see friendly
neighborly relations established on safe
principles." The rumor that Von Bülow,
Germany's ablest diplomat, was engaged
in intrigues against Von Hertling in order
to displace him as Chancellor brought
from the Vienna *Fremdenblatt* a bitter
attack upon Von Bülow as an enemy of
Austria-Hungary because he had offered
Austro-Hungarian territory to Italy,
attacking also Germany's annexation plans
at Brest-Litovsk as prejudicial to Austria.

The Italian press is sceptical with re-
gard to the reports of Austrian strikes,
interpreting the reports as a maneuver
to slow down military preparation among
the Allied Powers and to stir up industrial
unrest among the proletariat of these
countries. The London *Daily Mail* takes
a similar view, saying that this was the

German method that helped to bring
about disarmament in Russia. The the-
ory is that Germany would have every-
thing to gain by stirring up revolution
among her enemies while counting upon
the docility of the German people and the
iron discipline of the army to crush suc-
tendencies in the German Empire.

Labor's Part in Peace

BRITISH labor, which occupies a posi-
tion of growing importance in
Britain's conduct of the war, having as-
sured the Russian Bolsheviks of substi-
tutional agreement with their war aims, has
now sent a message to Germany. At the
annual conference of the Labor Party,
President Purdy declared that "a negoti-
ated peace while Germany occupies the
territory of others would be a German
victory" and that if Germany would not
accept the terms laid down by President
Wilson, Lloyd George and the Labor
Party, "we will fight on." The confer-
ence called upon the workingmen of
Germany and Austria to declare their war
aims, and to influence their Governments
to make statements of their aspirations
in order to see if the declarations of all the
Powers would provide a basis for the
negotiation of a lasting peace. The disso-
lution of the Constituent Assembly by
Lenine shortly after it met at Petrograd
does not speak well for democracy in
Russia. The Bolsheviks have shown
up in the best light in the way they have
held up the peace parley at Brest-Litovsk.
Resenting the refusal of Germany to
evacuate territory occupied by her army, the
Bolshevik Telegraph Agency at Petrograd says: "The signifi-
cances of the Brest-Litovsk pourparlers are
that they stripped from German imperial-
ism its false coats, temporarily borrowed
from the democratic wardrobe, and exposed the cruel reality of annexation-
ism of owners and capitalists." Austro-Hungarian workmen spoke in a
strike that compelled the Government for the first time to deal directly
with them. Will German workmen, in the
face of military repression, be able to
voice an organized protest against the
annexationist plans of the Kaiser?

How Germany Figures on Peace

THE same discord and unrest under
which Austria is seething are present
in Germany. The military group rules
Germany with an iron hand, but the
desire for peace cannot be silenced.
Numerous meetings of the Fatherland
party have been broken up by advocates
of peace, and even the militarists are not
united in their aims. The Tirpitz faction
wants Belgium, the Channel ports, the
iron and coal regions of occupied France.
Another group favors the Mitteleuropa
scheme as promising best for Germany's
future. Maximilian Harden is the most
independent voice in Germany. In the
Zukunft, Harden defends Trotzky and
the Russian delegates at Brest-Litovsk
and attacks German annexationist plans.
Germany is figuring on an early and
favorable peace based on the war
map, lack of cohesion of effort and
community of spirit among the Allies, the
belief that the brain power of Britain and
America is inferior to her own, and that
American participation in the war is prin-
cipally bluff. Germany is undoubtedly
preparing to strike hard on the western
front before the American army is ready,
in force, to take part in the fighting, but
there is a disposition to make light of the
military contribution America may be able
to make. Albert Ballin, head of the Ham-
burg-American Line, with a better apprecia-
tion of American character, in a letter to
Privy Councillor Rathenau of Berlin
last December, said, "The entry of the
United States into this struggle may spell
absolute disaster for us."



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Will Your Estate Support Your Family?

By HERMIT

THE doctrine of preparedness is a good one to preach, not only in the case of a nation, but also in the case of an individual. No man should live merely in the present. Each man should look beyond current conditions into the future, and make ready for contingencies. This to a wise man appears a plain duty, which he is anxious to perform, but which most men are too prone to ignore.

Many a man reveling in success and prosperity fails to exercise foresight, and fatuously banks on the continuance of fortune's favors. He, therefore, makes no provision for the time to come. But there is nothing more certain in this world than change; no circumstances can be depended upon to remain long as they are. In frequent instances a happy state of affairs has been ended by unexpected disaster, and the improvident—and worst of all their innocent dependents—have come to grief on account of it.

This question every man—no matter how large his income or profits may be—is called upon to answer: "Can your family live from the income of your estate?" They are perhaps living well now because you are a generous provider, and while you are in the harness they may never know want and privation. But how would it be if you should suddenly be taken away and the revenue you are bringing in should cease or be materially reduced? Have you accumulated enough money to enable your family to exist in their accustomed comfort, or will you leave them greatly diminished means of subsistence—or perhaps nothing at all?

The inquiry is not idle nor academic. The statistics of the surrogate courts disclose that only three per cent. of the men who die leave an estate of \$10,000 or over; 15 per cent. leave but from \$2,000 to \$10,000, and 82 per cent. leave no tangible assets. In a land of opportunity and possibility like ours, such a showing is almost unbelievable. For generations prudent counselors have insistently proclaimed the necessity and the advantages of thrift, but in this country they have been too little heeded.

At the age of 45 not less than 60 per cent. of American men are still working for a living, having saved little or nothing; 15 per cent. are not self-supporting and only 3 per cent. have become wealthy. At 55 years of age 46 per cent. find it needful to work, and 30 per cent. are dependent on others. At 65 years, 6 per cent. are still forced to toil for food and shelter, and 54 per cent. are wholly dependent. At 75 years, 95 per cent. are entirely dependent. To some extent this dismal record may be due to unavoidable misfortune, but for the greater part it is justly chargeable to men's wanton wastefulness or poor economy.

Almost every man ought to save, and could save, some portion of his yearly earnings, but not every man able to do so will do it. The majority of men are careless spenders, and will not deny themselves gratifications that could wholesomely be dispensed with. They desire to be well-to-do, they would like to roll up riches, but they have not will power enough to take the absolutely necessary steps of self-denial. If left to their own determination and sense of prudence they will never manage to acquire an estate. They imperatively need to subject themselves to some arrangement which will constrain them to lay aside from month to month, or year to year, stated sums from their salaries or profits, for their own benefit or for that of those depending on them. Ordinary plans of saving will not certainly effect this. These are too easily disregarded at the

whim of the saver. There is, however, in the life insurance system hope of an estate for even the most inveterate scat-terer of his money.

The man who insures his life is thereby committed and compelled to thrift. He has agreed to pay on certain dates specific amounts of cash, and can default only at the expense of self-respect and with a glaring disregard of the interests of those he is bound to protect from financial trouble. He realizes that he is paying in installments the price of a patrimony for his heirs. This is in one respect, at least, a better proposition than depositing the same amount of money in a savings bank, or using it to purchase property.

The estate of a savings bank depositor gets back only what was paid in, with moderate interest, but the estate of an insured may receive several times the sum of his premiums. The insured may find it a strain to get together the dollars that must regularly be paid to the insurance company. But urged on by pride and affection for his family, he usually succeeds in assembling them. He endures the ordeal for successive years, and though it may gall and pinch him he persists heroically, for every payment keeps him linked to a prospective estate.

The facts show how effectively this principle works out. Hosts of decedents have transmitted to their heirs not a dollar outside of the proceeds of their life insurance policies. The premiums represented their only savings. If such policies were subtracted from the total of each of numberless estates the remainder—the product of saving or profit—would prove comparatively small. But it is not alone those who require a constant spur to thrift who should seek to create an estate, or an addition to it, founded on life insurance. Riches have wings and frequently fly away without warning.

However fair his prospects may be, every man of wealth should take the precaution of placing insurance on his life in an ample amount. Failure to do this has wrought embarrassment in numerous instances, and downright misery in others. A man's general estate may prove overloaded with obligations; his investments may have turned out badly; the good securities he selected may have depreciated greatly; distribution of his possessions may be delayed by litigation or for some other reason, and in the meantime his dependents may be forced to exist on a much-lessened income.

What a relief to the anxious widow or children to find that the insurance money comes to hand promptly, exempt from inheritance or other taxes, and can be utilized immediately for necessary purposes! Even when the general estate is large and can be settled speedily the returns may not be equal to those which its creator, when living, was able to produce. Then the proceeds of an insurance policy permit a grateful addition to the income. Men of affluence today generally deem it simple business common sense to invest liberally in life insurance.

What amount of life insurance should one take out? This must depend, of course, on one's ability to meet the premiums. But it should be the highest amount possible within the bounds of reason. Whatever else a man must economize on, he should not be niggardly in this important matter. The system of modern life insurance has left no excuse to any insurable person for neglecting to obtain a policy. There are policies suitable for all varieties of condition, and the charges are so moderate and the terms so liberal that men in every walk of life

(Continued on page 207)



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Watching the Nation's Business

By THOMAS F. LOGAN

LESLIE'S WEEKLY BUREAU, WASHINGTON, D. C.

Baker Faces the Block

NERVOUS Democratic leaders in Washington are turning calculating eyes on the Secretary of War. They know that the country sees evidence of mismanagement in the Government and is chafing under privations for which various Government officials are held responsible. The desperate remedy adopted by the Fuel Administration to end the coal shortage was the final blow needed to precipitate a storm of indignation. The theory of apprehensive members of the party in power is that a "goat" is needed. They think Secretary Baker is ideally suited to the rôle. The word is being passed along the line that Baker's interference with Secretary Lane's sensible coal arrangements was the genesis of the fuel famine that culminated in the suspension of industry. It will be recalled that Mr. Lane arranged with the coal producers to accept \$3 a ton, though they were selling at \$5 to \$6 a ton. Then Baker upset the agreement and said he could pay only \$2, whereupon many mines closed down and the shortage began. Coupled with this is the insinuation that the head of the War Department is unpopular with the public. Moreover, they emphasize the fact that Baker has always proclaimed himself an enemy of war. Therefore, they argue, President Wilson could arouse a wave of enthusiasm by divorcing from his official family a man against whom the full force of the nation's resentment might easily be directed. It is hardly necessary to say that President Wilson will stand by the Secretary of War to the last ditch. That is a familiar Wilson characteristic. And it must be emphasized that Baker is held responsible for blunders that should not be charged against him. The conduct of the War Department appears in a bad light when compared with Secretary Daniels' administration of the Navy Department in the last ten months. But the Navy was merely doubled, while the Army has been increased to twenty times its original strength. Baker is under pressure and he is beginning to show the strain. The President may be able to save him, but it is unquestionably true that he stands in the shadow of the headsman's block.

Lèse Majesté Up to Date

THE Fuel Administration has worked out a new theory. Dr. Garfield's bureau announces that criticisms of that much discussed department of the Government are inspired by pro-German propaganda. The specific cause of this amazing statement was the general expression of disapproval which greeted the announcement that Mark L. Requa had been selected by Garfield to take charge of the oil industry of the United States. This is, unquestionably, the most extraordinary of the many extraordinary ukases uttered by the Federal Fuel Administration. Reduced to the simplest terms, it means that the harassed American who regards the actions of the Fuel Administration as something less than perfection is guilty of treason. Well-informed men deplored the appointment of Requa and gave intelligent reasons for their disapproval. Therefore, according to the Garfield bureau, they proved themselves pro-Germans. This goes a bit further than the Prussian doctrine of divine right. Berlin has inflicted more or less severe punishments on persons accused of lack of respect for the Kaiser, but has not branded the victims of its wrath as traitors. It is easy to understand the Fuel Administration's desire to gag criticism. Common sense, however, should have killed at birth this pathetic effort to intimidate critics with a new interpretation of lèse majesté.

A War Cabinet Needed

THE drastic action taken by the Government to wipe out the appalling coal shortage did more to arouse the United States to the stern realities of war than any other single event in the last ten months. The first effect of the suspension of industry almost without warning was a wave of resentment against the Washington Government. This was succeeded by a general tendency to take stock of a situation that brought the conflict to the very doors of American homes. This second phase of a nation-wide process has been reflected in Congressional deliberations on and off the floors of the House and Senate. There is now in evidence a fixed conviction that the time has come for the United States to make its supreme effort. Democratic as well as Republican leaders see a necessity for utilizing every possible element of strength in the country for the prosecution of the war. They think the President of the United States should surround himself with the ablest counselors the nation can provide. They believe party lines should be ignored and that a coalition cabinet or an additional body to be called "a War Cabinet" ought to be formed at once to help the Executive solve the grave problems that now confront the Government. Republicans have given loyal support to every measure decided upon by a Democratic administration. They have forgotten party interests and thought only of the country's welfare. But they know that the President's present official family has glaring elements of weakness and that a war cabinet drawn from the best material in both Republican and Democratic ranks not only would inspire confidence, but also add sorely needed strength to Mr. Wilson's round-table. England and France were compelled by disasters to form coalition cabinets. Conservative leaders in Congress hope that the President will anticipate what might prove an obvious necessity on this side of the Atlantic.

The Control of the Senate

UP to the present time President Wilson has exercised autocratic authority over Congress, notwithstanding the fact that Democratic majorities in both houses have been small. Deaths and resignations since last March have practically wiped out the majority in the House. The Senate line-up was not as near a balance when Congress was convened ten months ago. The death of Senator Lane, of Oregon, and the appointment of a Republican successor cut the Democratic vote to fifty-three and increased the Republican vote to forty-three. This majority of ten was reduced by the death of Senator Husting, of Wisconsin. The death of Newlands further reduced the majority to eight, but the appointment of a Democrat to fill out his term restored the former figures. Senator Brady, of Idaho, a Republican, will be succeeded by a Democratic appointee, thereby giving the Democrats one less vote than they had last April and the Republicans exactly as many. Even if a Republican should succeed Husting, the Democrats will have a majority of ten in the upper house. It does not follow, however, that President Wilson will retain the control of the Senate throughout the balance of his term, although it would require a political landslide to overcome the actual Democratic majority in that body. But many Democratic senators are "off the reservation" as a result of Garfield's autocratic suspension of industry. They resent the fact that they were not consulted by the President before such drastic action was taken. Many of them will refuse hereafter to follow the Adminis-

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tration's lead as blindly as they have in the last year.

"Cars, and Then More Cars"

THE Director General of Railroads is bending every energy of the Government at his disposal to the task of relieving terminal congestion and releasing cars to the Food and Fuel administrations. It is useless now to point out how much unnecessary hardship could have been averted if the railroads had been given assistance at the beginning of the war as a preparedness expedient which intelligent judgment should have dictated and for which railroad executives pleaded in vain. The Shipping Board's long-delayed drive for ocean freight carriers must be accompanied in the next eight months by a record-breaking output of equipment for the railroads of the United States. Fortunately, the new head of the railroad industry understands the need for "cars, and then more cars."

Will Your Estate Support Your Family?

(Continued from page 205)

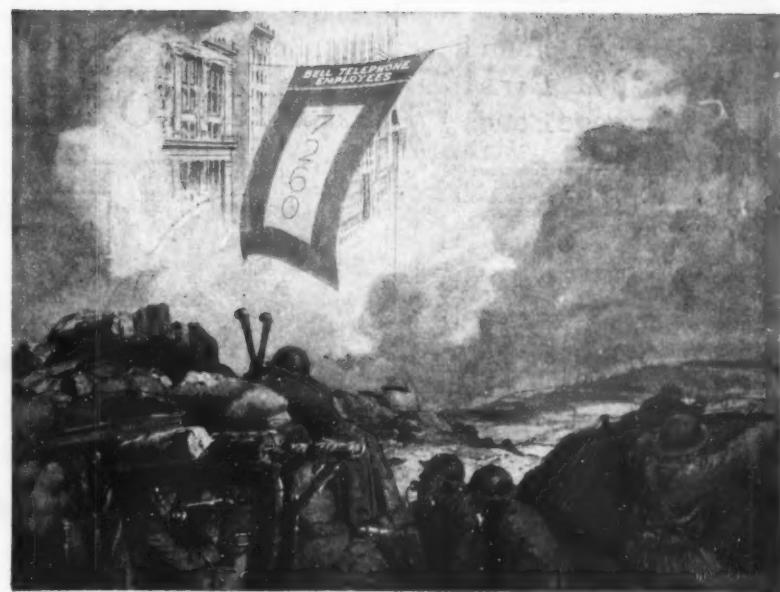
can avail themselves of beneficial chances.

One may take out a straight-life policy which will call for a fixed payment every year while life lasts, and which imposes a relatively light burden on the policy holder; or one may complete payment on a life policy in ten or twenty installments, or may insure for a term of years at a reduced rate with the privilege of converting the policy into a life or an endowment one by paying more money. One may get a policy with a disability clause, which provides that in case of total disability premium payments may cease, and the holder be entitled to the amount of his policy or to an income. An endowment policy, maturing in ten or twenty years, will if the holder lives put the agreed sum into his own pocket, and if he should die before the contract ends will insure that amount to his dependents.

A business man may insure his life to protect his business. The workingman may enjoy the advantages of group insurance, provided wholly or mainly by the generosity of his employer. For a cash payment one may buy an annuity for the rest of his life. Industrial insurance gives working people of small means a chance to insure their lives in moderate amounts by weekly payments. In addition to any of these, an insured would wisely take out an accident policy, which is as indispensable in these times as a life insurance policy.

If uninsured persons would only calculate the per diem cost of life insurance they would be surprised to learn how much protection can be afforded by the value of a few unnecessary trifles. If they could realize the peace of mind that a policy breeds in both the holder and his flock they would not be dilatory in signing an application blank. There would not then exist so large a proportion of the population in the non-insured class. Life insurance has saved homes, businesses, health and even character.

In conclusion a word of caution is in order. The country is full of insurance organizations of every degree of stanchness and reliability. A large number of these have been too recently established or are too feeble to merit patronage. People undergo a needless risk in buying policies from these concerns. Especially is this true as regards most of the assessment associations that start out to sell insurance at cut rates, but end with levying exorbitant premiums, and very frequently collapse. The strong, long-established, old-line companies, of which America has many, are perfectly responsible, deal fairly with their patrons and can be relied on always to meet their full obligations. These have put the business on so high a plane that they may be commended without reserve to confidence.



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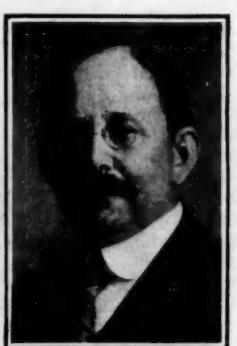
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Jasper's Hints to Money-Makers



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NICHOLAS D. MAHER

Who was lately elected president of the Norfolk & Western Railway. He began his railroad career as a surveyor at the age of 17 and for years was with the Pennsylvania Railroad, winning many promotions, until in time he became general manager and a vice-president of that system.

JAMES P. A. O'CONOR

Manager of the Hotel Statler, Cleveland, Ohio, who has been appointed manager of the new Pennsylvania Hotel to be opened in New York City near the Pennsylvania Railroad station. It will be the world's largest hotel and Mr. O'Connor, it is said, will be the world's highest-salaried hotel manager.

ALFRED H. SMITH

President of the New York Central Railroad, who was selected by Director General McAdoo to assist him in operating the railroads after they were taken over by the Government. Mr. Smith is in charge of transportation on Eastern lines and is displaying remarkable efficiency under trying conditions.

NOTICE.—Subscribers to *LESLIE'S WEEKLY* at the home office, 225 Fifth Avenue, New York, are placed on what is known as "Jasper's Preferred List," entitling them to the early delivery of their papers and to answers to inquiries on financial questions and emergencies, to answer by telegraph. Preferred subscribers must remit \$5 directly to the office of *LESLIE'S* in New York, and not through any subscription agency. No charge is made for answering questions, and all communications are treated confidentially. A three-cent postage stamp should always be inclosed. All inquiries should be addressed to "Jasper," Financial Editor, *LESLIE'S WEEKLY*, 225 Fifth Avenue, New York. Anonymous communications will not be answered.

THE primary school is always open and most people never get out of it. This thought was impressed upon me by a conversation with a prominent business man whom I recently met on the train. We were discussing the inexplicable conduct of Mr. Garfield, in suspending business throughout the Eastern section of the country.

My friend asked me if I knew that months ago Mr. Lane, one of the strongest men in the Cabinet, had arranged with the bituminous coal operators for a reduction in the price of coal (then selling at from five to six dollars a ton) to three dollars a ton, not only for the Government, but also for the public, and that after this substantial concession and after Secretary Lane had complimented the coal operators on their patriotic conduct, Secretary Baker set his foot on the plan, and demanded that the price be reduced to \$2 a ton. Whereupon, many smaller coal mines, unable to operate at a profit, shut down, and so a shortage in coal was established at a time when there were no blizzards and when the railroads were not so congested.

My friend thought he was telling me something new. I was amazed, for all the facts he gave me had been printed and reprinted, time and again, ever since the dramatic Cabinet episode occurred months ago. I found that he was a reader of the headlines in the newspapers and that was all. He was still in the primary department. With good newspapers selling at two cents apiece, what excuse has any patriotic citizen for not keeping advised regarding the conduct of his Government and of public affairs generally?

I suppose a lot of my readers wonder why I have so repeatedly called attention to the fact that the congestion of the railroads, now held responsible for the failure to distribute coal, would not have been possible, but for the demagogic

conduct of the Interstate Commerce Commission, during the past decade, in refusing to listen to the prayer of the railroads for fair play and a higher schedule of rates. The members of the Interstate Commerce Commission knew that wages were rising and the cost of material advancing. They knew what the four railroad brotherhoods did, with the aid of Congress, in adding \$100,000,000 a year to the expenses of the railroads, yet not a finger was lifted in behalf of the transportation interests.

Shippers, too, who should have known better, hired attorneys to go before the Interstate Commerce Commission and protest against any increase in rates, though many of these shippers are now willing to pay any rates, even those charged by the express companies, to get their goods delivered. All these shortsighted persons are still in the primary class. They are learning by bitter experience.

War is teaching its grammar school lessons now. The Secretary of the Treasury, Mr. McAdoo, does not hesitate in a public interview to point out that one of the serious causes of the railroad congestion is "lack of improvements in 1916 and 1917 to meet increased demands." And, he adds, he does not say this in criticism of the railroads. He knows, as we all do, that they did the best they could under the most harassing circumstances.

Mr. McAdoo knows that the first thing he did when he was put in charge of the railroads of this country was to wipe off the statute books, as far as he could, the provisions of the Interstate Commerce Commission act which forbade the railroads to combine and to pool their earnings, in the interests of economy and efficiency. I note that my pugnacious and patriotic friend, Colonel Roosevelt, once the prince of trust-busters, now thinks that the Sherman Anti-Trust Law has done its work and should be repealed. He has graduated from the primary class. I take him by the hand.

After the Garfield fool order, everybody expected that the market would go to smash, but it didn't, and the conclusion was reached, at once, that stocks had been sold to a standstill. It is a fact that more buyers than sellers were at hand, and it is not a secret that many of these buyers

(Continued on page 209)

Public Utility Bonds

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A selected list yielding from 5.50% to 7.75% will be forwarded on request for L-81.

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Bonds Short Term Notes Acceptances

To keep posted authoritatively on the changing situation in the business and financial world, especially during a war, is essential to every investor. Businessmen, bankers and those who move in the world of business read the *Bache Review* because they recognize in it a reliable authority on the current business situation.

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In a recent test conducted in the nine libraries at Camp Sherman, the soldiers voted the following sixteen as the periodicals most interesting to them:

American Army & Navy Journal	Metropolitan Outlook
Collier's	Physical Culture
Everybody's Free	Puck
Judge	Review of Reviews
LESLIE'S Life	Saturday Evening Post
Literary Digest	Scientific American
	World's Work

Send your good magazines to the men at the front. Simply put a 1c stamp on the cover next to Postmaster Burleson's notice and drop in the mail.

LESLIE'S, with its news pictures and graphic descriptions of world events, is eagerly sought for by the soldiers and sailors away from home. Be sure to send them this issue when you've finished reading it.

Bonds for Estates

THERE are classes of investors who buy "for keeps" on the intrinsic merit of securities, and with no particular reference to possible price appreciation. To these the present shrunken values of good bonds offer an exceptional opportunity—not because they hope for market profit, but because yields on current quotations are so high. It is the stated income, not the speculative possibility, which interests and attracts them. These purchasers include managers of savings banks and trustees of estates, who control surplus funds, and it would be surprising if they were not appropriating the unusual bargains obtainable in every line save one—real estate and farm mortgage bonds. The latter have always, heretofore, been better yielders than industrial or railroad bonds. Now they stand for acceptance on their greater security and stability, rather than on always superior yield. For, nowadays, many corporation bonds render as large a percentage of revenue.

Savings banks which hold considerable amounts of depreciated, though sterling, bonds have now a chance to even up on securities that are never likely to liquidate at lower than present figures. Many trustees of properties have in their care bonds which formerly lent a higher valuation to the estates. A better balance can now be given to estate investments. The yearly reserve income may wisely be devoted to accumulating the best quality of bonds. This would strengthen not a few estates whose inventories have had to be lowered.

Rich men sometimes leave behind them bonds of promise that were not seasoned, and which afterward went into a decline. No wealthy person need make that misstep today, for well-tried bonds are selling securely low. The investor with small capital can magnify his limited estate on exceedingly favorable terms. On the face of conditions, buying of bonds at this time should be very active, for with the return of peace bond values should quickly advance.

Jasper's Hints to Money-Makers

(Continued from page 208)

were inspired by the hope of peace. Financial interests that have still excellent sources of information from abroad believe that the break-up in Russia will finally culminate in as severe a blow to the German allies as to those of Great Britain and France. News from Austria seems to confirm this impression. The war has proceeded at such a terrific pace and has been so exhausting that it seems impossible for it to continue longer than this year. A sudden culmination is by no means improbable.

But the real significance of the underlying strength of the market, when weakness was anticipated, lies in the fact that leading bankers who are patriots before everything else are determined that the Garfield *faux-pas* shall not be permitted to break the market on the eve of a contemplated issue of bonds by the Government. The official statement that war loans to the extent of \$10,000,000,000 may be expected before July 1st carries with it its own significance. With the turmoil in Washington and the disheartening disclosures regarding the failure of the various branches to co-ordinate in the interests of economy and efficiency, it is felt that something must be done at once to renew the enthusiasm of the people and to stimulate subscriptions for pending loans.

The holders of railroad securities found some consolation in the statement by Secretary McAdoo that he is not in favor of Government ownership, though they are not as well pleased with his further statement that Government con-

trol will probably be extended for a period of three years after the war.

Holders of railroad securities should not sell them at a sacrifice at this time, for the pressure of public opinion is more in their favor than it has been before during the past decade. In fact, this is no time to sacrifice securities of the better class. On reactions they are still a purchase and will be a better purchase if the projection of the new war loans should further unsettle values.

S., LEAVENWORTH, WASH.: American Marconi Wireless is not only alive, but its earnings are reported to be improving. The possibility of a dividend has been discussed. The stock is quoted at \$3.50.

C., LAWRENCEVILLE, PA.: The 5 per cent. notes of the United Kingdom of Great Britain and Ireland are perfectly safe, and there is no reason why they should not be paid on maturity. They were quoted lately at about 98.

F., UTICA, N. Y.: It looks as if you would have a better chance to recoup your loss if you should buy Willys-Overland common, now selling at about \$17 and paying 4 per cent., than by repurchasing United Motors, selling at about \$22 1/2 and making no returns. Both companies report excellent earnings, but W. O. looks the stronger.

S., DEWEY, OKLA.: Of the stocks on your list Texas Company has the best record of dividends. The company is well established and shows handsome earnings. The stock is on a 10 per cent. dividend basis. Tide Water is one of the strongest of the independent oil companies. It pays 8 per cent. per year, with extras, which in 1917 amounted to 9 per cent. Midwest Refining is a well-regarded organization, flourishing, paying 8 per cent. on par (\$50), and with possibilities. Midwest Oil is a rapidly growing company, paying 8 per cent. on preferred, with the common in line for a dividend. Several of the Standard Oil stocks are highly attractive, paying dividends and offering prospects of melons.

H., POULTNEY, Vt.: U. S. Steel common is a good business man's investment at present price. The rumor that extra dividends will be cut off and the regular dividend increased cannot be verified until the directors hold their next dividend meeting. The company, in spite of heavy war taxes, the adverse effect of the coal shortage and of disorganized railroad traffic, is enjoying great prosperity. Central Leather common is not so seasoned as U. S. common. It is a dividend payer, and the company's earnings are large, but it may be necessary to withhold extras. It is a fair business man's purchase. U. S. Steel preferred and Central Leather preferred are among the safest of the industrials. All the railroads hope to benefit from Government control and assurance of earnings. N. Y. Central is more highly regarded than B. & O. common. Its dividend seems safer. B. & O. has declared its regular semi-annual dividend of 2 1/2 per cent., but did not earn it, and must draw from surplus to pay it.

New York, February 2, 1918.

JASPER.

FREE BOOKLETS FOR INVESTORS

The "Bache Review," which authoritatively interprets conditions and gives suggestions for investments, may be had free on application to J. S. Bache & Company, members N. Y. Stock Exchange, 42 Broadway, New York.

G. L. Miller Co., 5 Bank & Trust Building, Miami, Fla., and S-1017 Hurt Bldg., Atlanta, Ga., offer apartment bonds yielding 7% and in denominations of \$100 to \$1000. The company's free circular No. 152 will be mailed to any address.

The Citizens Savings & Trust Co., Cleveland, Ohio, a large and well-established institution, offers bank facilities to people residing in any part of the country. It invites deposits and pays 4% interest. Send for the company's free booklet L, explaining its banking-hy-mail system.

A new investment list of steel and other leading issues has been prepared by L. R. Latrobe & Co., 111 Broadway, New York. It shows that in some instances earnings in two years exceeded the recent market prices of the shares. The list will be sent on request to all who ask for circular L-42.

"The Outlook for 1918," Babson's latest investment bulletin, analyzes conditions carefully and forecasts "what's coming." The bulletin is of vital interest to investors and bankers, and to them it will be sent free if they will write to Dept. K-19 of Babson's Statistical Organization, Wellesley Hills, Mass.

A list of 6% investments worth while can be had of S. W. Straus & Co., 150 Broadway, New York, and Straus Building, Chicago. The list specifies first mortgage bonds, safeguarded under the Straus plan, well-secured by valuable real estate, and in denominations of \$1,000 and \$500. It will be sent free to all who apply to Straus & Co. for Circular No. A-808.

The maximum of profit and greatest safety are derived from diversifying investments. Stocks and bonds are now so low that investors have an unusual assortment of opportunities. Would-be buyers of securities will do well to obtain from Slattery & Co., Inc., 40 Exchange Place, New York, their free publication "Investment Opportunities" and their Twenty Payment Booklet." Ask for 58-D.

Public utility organizations render service indispensable to the community in peace or war times. At present market prices leading public utility securities are on an unusually attractive basis. The National City Company, National City Bank Building, New York, has prepared a selected list of such issues, yielding from 5% to 7 1/2%, and will forward it, without charge, on request for L-81. Securities recommended by this responsible house are entitled to careful consideration.

Much attention has been attracted by "The Spread of American Thrift," written by the well-known financier, Mr. John Muir. This is a sequel to Mr. Muir's study of public participation in the first Liberty Loan. It tells how the thrift base was broadened in the second Liberty Loan, and gives the human side of the tasks of war finance. To holders of Liberty Loan bonds it makes a strong appeal. Copies may be had without charge on application to John Muir & Co., specialists in odd lots and members N. Y. Stock Exchange, 61 Broadway, New York.



In this time of stress the motor truck is doing wonders in relieving the traffic congestion which has proved so serious a menace to the country.

Food, coal, merchandise and material of all kinds need immediate distribution within our cities and in surrounding communities—more than ever before.

As a war measure we must more than ever use the highways to relieve the unparalleled pressure on the railroads.

Only the motor truck can do it. Using motor trucks for short hauls between country and city, between nearby cities, or from city to suburbs, has already helped tremendously in reducing freight congestion and in releasing freight cars for long-haul shipments.

But for the nation's good, as well as the selfish good of every community and of every important business, there is need for the use of every motor truck that can be put into service. And a motor truck bought today will "write itself off your books" in a surprisingly short time, while continuing to cut shipment costs and eliminate delays, long after it has paid for itself.

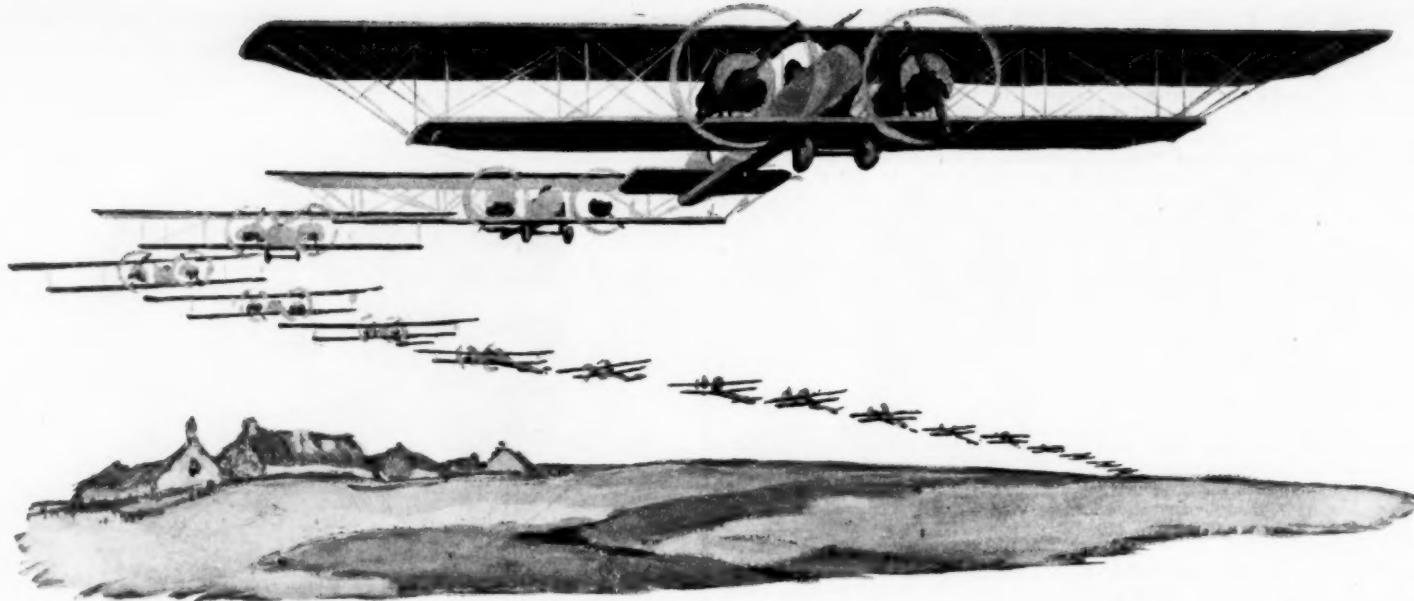
The trucks at present available in dealers' hands are being sold out rapidly, and prices are more than likely to advance considerably from the present figures. *If you need motor trucks, you can't consult your nearest good truck dealer too soon.* There's a right-size truck for every business.

At the same time, you are invited to *lay your trucking problems before our Motor Truck Department.* The frank and unbiased advice of H. W. Slauson, M. E., head of this Department, is at your service—without in the slightest involving you in any obligation. It's one of your privileges as a reader of Leslie's.

Mr. Slauson has helped hundreds of businesses on to the right motor-truck basis. Write him today.

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No. 3 of a series



THEN GIVE US WINGS

By
Anthony Euwer

If wings will help our men to see
Some Boche's belching battery,
Unloosing from a screen of trees
Its screeching death upon the breeze—
Or help our giant guns to search
With truer aim each hidden perch
Of Teuton guns, and make them meek
Ere they again may chance to speak—

If wings, oh God, will do these things,
Then give us wings.

If great, destroying wings might stay
Munitions on their hurried way,
Or hold a reinforcement back
By dropping ruin on its track.

Or yet set free the pent-up hell
Of depots filled with shot and shell,
Or swiftly give eternal sleep
To ships that prowl the nether deep—

If wings, oh God, will do these things,
Then give us wings and still more wings.

If fast, avenging wings might cast
On German cities such a blast
Of desolating death and pain
As fell again and still again
On England's homes—and thus awake
The heart of pity—and so make
An end of killing mothers, wives,
And maiming helpless infant lives—

If wings, oh God, will do these things,
Then give us wings and wings and wings
And still more wings.

If dauntless, daring wings that dash
O'er No-man's Land, with shot and crash
Might beat back wings that would assail
Advancing armies with their hail—
If dauntless wings like these that ride
O'er No-man's Land, might turn the tide
Of great offensives—bring about
Allied success and Teuton rout—

If wings, oh God, will do these things,
Then give us wings and wings and wings,
Devouring wings that cleave and soar,
And yet more wings, and more and more.

If multitudes of wings might rise
To blind aggression's lustful eyes,
And render powerless ev'ry stroke—
If multitudes of wings might give
Democracy a chance to live,
And make this bloody carnage cease,
And bring to earth a lasting peace—

If wings, oh God, will do these things,
Then give us wings and wings and wings,
And still more wings, arrayed to smite
Till Vict'ry come—the hosts of light
Beneath the sun, whose pinions shine
Beyond our farthest battle line.

TWO interesting and important features this week are (1) the additional light thrown upon *Italy's part in the war* (map, p. 185, pictures, p. 187); and (2) the nature and importance of the work performed by the *air service*. (Pictures, pp. 192-93, 198.)

THE COURSE OF THE WAR. *The Italian Campaign.* Reference should be made again to the suggestions and pictures in the issue of January 26. A better understanding is possible of the results actually accomplished and the possibilities for the future with the aid of the map on p. 185. This map should also be preserved for future use. Note the relation of the battle-line to the boundaries; the strength or weakness of the present line. Note the relation of this map to the rest of northern Italy and to the Allied battle fronts farther west. Where should the next drive be made in your judgment, and why? What are the difficulties involved in a successful German attack or a successful Italian defense? In securing the cooperation of the Allies?

For the Eternal City. picture p. 187. What is the Eternal City referred to? Account for its name. Why should the French and English be thought of as relieving this rather than Venice? Look up Albania on the map and justify if possible Italy's interest in it. (Look up the history of Albania in connection with the Balkan War of 1912. See a good year book,

Readers' Guide and Study Outline

Edited by DANIEL C. KNOWLTON, Ph. D.

EDITOR'S NOTE. In this department will be found suggestions covering LESLIE'S more important features, with special attention to its illustrations. As references will be made to earlier issues, it is urged that a file of the magazine be kept by teachers and others who may wish to take advantage of these columns. A standard binder for this purpose will be supplied for \$1.50, by addressing this department. Books will be suggested from time to time for further reading and study. These are to be had in libraries. If they should not prove available an encyclopedia such as the Britannica or the International will often prove useful. Teachers are advised to assign these readings not to the whole class but as special topics.

Hayes, *Modern Europe*, or Hazen, *Europe Since 1815*.) How is the name of Garibaldi connected with the Eternal City? Topic for discussion: Garibaldi's services to Italy. Has the present generation of

the family the same opportunity to distinguish service? (See Marriott, *Makers of Modern Italy*, Stillman, *Union of Italy*.) Now, important part of Italy is that represented on the map from the

industrial, commercial and political point of view? Look up the industries, etc., of this region. The same thing might be done for Albania, noted below.

THE COVER. Note all the points of similarity between a hive of bees and the people of the United States at the present time. Indicate the importance of storing up the various articles named. Arrange in order of importance and then justify your arrangement. How many classes of people are represented in the picture? Note what they might do to cooperate. What is necessary for successful cooperation? Are there any disadvantages in cooperation?

THE SITUATION IN AUSTRIA. Article, *Keep Your Eye on Austria*, p. 204. How critical is the situation in Austria? How hopeful is the situation in Austria for the Allied cause?

BRITISH LABOR AND THE WAR. P. 204. Discuss the topic: The importance of the attitude of the British laboring class towards the war. Compare with the influence of labor on the war in Austria and Germany.

A "FLIP" AMONG THE "QUIRK" AND "SAUSAGES." Pp. 192-93, picture, "Where Taubes Come to Startle," p. 198. See also picture, p. 195. Describe the kinds of aircraft used and their equipment. Discuss the most important services performed by them.

Shows in New York

ATTRACTION: TO WHICH YOU MAY SAFELY TAKE YOUR DAUGHTER

Acadian Hall	Concerts	Leading artists in recitals	Longacre Lyceum	Ven or No	Unusual drama
Belasco	Polly with a Past	Clever comedy	Lyceum	Tiger Rose	Melodrama in true Belasco style
Bijou	Girl o' Mine	New music J. show	Manhattan	Experience	Modern morality play
Booth	Seventeen	Tarkin ton's story dramatized	Metropolitan	Grand Opera	Famous singers in repertory
Carnegie Hall	Concerts	Music by leading organizations and soloists	Mosoco	Lombardi, Ltd.	Lively comedy about a designer of gowns
Casino	Oh, Boy!	Musical comedy success from last season	New Amsterdam	Cohan Revue	Smart medley
Century	Chi Chi Chow	Oriental spectacle with music	Park Playhouse	Seven Days Leave	New Melodrama
Cohan & Harris	A Tailor-Made Man	Clever and well acted comedy	Plymouth	The Gipsy Trail	New drama by Eugene
Criterion	Happiness	Laurette Taylor at her best	Princess	Oh, Lady, Lady	Water
Comedy	Four short plays	Washington Square Play in clever bill	Shubert	Maytime	Delightful fresh comedy
Maxine Elliott	Eyes of Youth	Urgent situation	Vieux Colombier	Repertory	Charming, unusual play with music
Erlanger	Business Before Pleasure	Potash and Prud'homme, funnier than ever, as film magnates	9th Street	Blind Youth	Standard plays given in French
Empire	Lady of the Camel	Ethel Barrymore in Dumas classic	Astor	RATHER MORE SOPHISTICATED	Lou Tellegen in drama of regeneration
Fulton	Bus	Madame Anglin in new war play	Broadhurst	'Why Marry	Keen satire
Gaiety	Billed	Amusing wartime comedy	Cohan	The Mademoiselle of Future	Most unconventional
Globe	General Post	Fred Stone assisted by wonderfully trained chorus	Cohan	The King	Ditrichstein as a naughty monarch
Hippodrome	Jack O'Lantern	Manhattan vaudeville	Greenwich Village	Karen	Frank sex drama
Harris	Cheer Up	Drama of stage life	Republic	Polar Bedroom	Frisky farce
Knickerbocker	Success	Play about Napoleon	Winter Garden	and Bath	For the tired business man
Liberty	Josephine	Amusing farce with music	44th St. Room	Doing Our Bit	Snappy revue
	Going Up			Over the Top	

Photo by Arnold Genthe, N. Y.



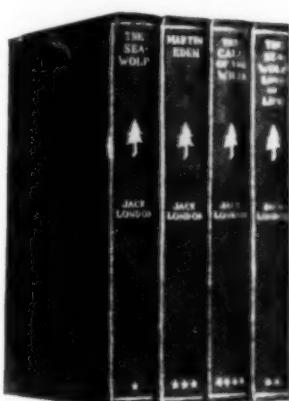
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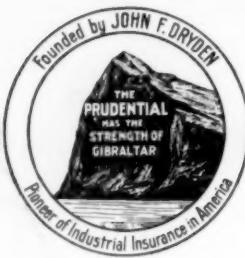
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